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Warning: The racing season is upon us, and it is normal to feel it necessary to risk your neck for another plastic trophy, or for a wad of gift certificates redeemable at your local dealer. We at Trail Rider would like to remind you that you started all this nonsense because it was fun, and using racing as a way to earn extra income will ultimately make you miserable. Whatever you choose to do, make sure to wear plenty of protective gear and stay off of closed property. Don't hurt yourself, and don't hurt the fun of others.

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On the cover: Making his second appearance on the cover of Trail Rider, Kevin Soboleski claws to keep the front end down on his KDX while defending his holeshot on the 200 Expert class at the Lembo Lake hare scrambles. We'll have a story on the race next month, as soon as they finish scoring it....

LAST OVER



by Paul Clipper

SUMMER RAMBLING

The doldrums hit early this summer. How do I know that? It's easy. Lately there's been days where the telephone may ring only two or three times—all day long—and one of those calls was someone selling health insurance. I hope everybody is out there working on their bikes, getting ready for races, and just generally stuffing themselves with fun. By the turnouts at the events, that seems to be the case.

Still, it makes it kind of quiet around here, and at times it can feel like we're back in the isolation chamber, making the magazine again. Every now and then we'll get hooked up with someone who liked an article enough to say something about it, or send a note along with a subscription renewal, but this time of year it is a rare event, and we'd like to improve that situation. Hey, we want to hear from you—tell us what you like, what you want to see in the magazine. We'll carefully consider all suggestions; after all, *Trail Rider* is the voice of the northeast, and you're the people who make up this wild place. We'll take all the suggestions we can get, and only the silliest will be wadded up and round-filed.

In case you've wondered, we really do have a plan we're following here, loose as it may be. Our idea of a good magazine includes a lot of grass-roots contact. We're not interested in the absolute latest rages of the pro riders, and how they have bikes built of carbon fiber and unobtainium parts. We're more tuned into how to keep our near-stock clunkers out of the shop, and how to make them the most competitive or fun to ride without bolting on a lot of expensive parts. Sure, we know that when you put on an aftermarket exhaust pipe you're just going to move the powerband around, and not add more horsepower. On some bikes, this is really necessary, but on others it's a waste of time. You know that as well as I, right? So why change parts just to spend money?

Anyhow, we've been concentrating on doing basic technical stuff lately in the mag; a lot of how-to, and how things work, and stuff you can do without a lot of cash to make your riding life easier or more fun. Do you like this approach, or should we start chasing Damon Bradshaw around, reporting on what he eats for breakfast?

In the future, we may even break down and start running "how to ride" features, if we can

find someone who knows how who's willing to lend their name to the piece. Hell, I know nearly every trick in the book, but I don't use them anymore, so we have to find a few pros to lend the articles credence, and guys like Kevin Hines are so busy running around the face of the earth that it's hard to pin them down for a series of articles. But we'll do it, eventually, if you want to read it. Let us know. Write a letter; get in touch. We need some contact to break us out of this spring fever.

These are the days of rising costs and tight money, but we're constantly vigilant here, looking for ways to produce the same quality magazine without wasting money. We are literally on the cutting edge of computer technology here, trying to save time and money. The money thing is obvious; the time we save is just spent riding or fooling around in the garage, but hey, you know what they say about all work and no play.

For example, we have refined the system here to the point where we are now outputting *Trail Rider* directly to film negatives, from which the printing plates are made. That means there is no "readable" artwork ever produced, except on a computer screen. There is no paper printout of *anything* produced in this office, except the occasional rough page proof. All the artwork is prepared electronically and sent out on the telephone lines to the typesetter. This saves money and quite a bit of paper, which would all wind up in the trash, eventually. Better to keep that stuff in the trees it's made from, so we can ride through them.

We've also just set up a system to computer-generate the layout of the magazine, rather than do it all by pencil and brainpower, an odious task that used to take an entire day and a half to accomplish. Now it takes 90 seconds to get a rough imposition of an issue, and maybe an hour to polish it up. This alone may save us two whole weeks of work, every year. Hey! If I play my cards right, I can turn that into a two-week vacation!

What we're getting at is this: if we can save money, we're going to pass the savings on to you. Every now and then we get someone who acts a little surprised that *Trail Rider* cost \$18 a year (and we don't discount it to \$4.97 two or three times a year), but if you've been here a while we want to point out that we haven't raised the cost of a subscription since 1987...nearly five years ago. If you're an advertiser, we haven't raised the ad rates since 1989,

and don't plan to do it again soon. Compare that record to anything else—even race entry fees, that seem to go up every year.

On top of this, we're selling to more people than ever, in the oddest places. Advertisers have reported to us that they're picking up new customers in Iowa, Nebraska, even Hawaii, and the only place they could have possibly heard was right in *Trail Rider*. TR is apparently starting to appeal to a large number of people who like the way we do things here in the east, and that's great. If we keep up with the technology, we'll be selling the cheapest magazine available to everybody on earth, and doing it with only a few days work a month! I wish...but I'm trying!

New England lost one of its unsung assets this spring, when Jerry Bernardo pulled up stakes and headed west. Bernardo is the controversial president of Fah-Q Racing, and the owner of Black Rainbow, source of some of the wildest helmet painting jobs and most unique T-shirts seen on the planet. Bernardo has been labeled the "Clown Prince of NETRA hare scrambles" and various other titles, by this magazine and others, and has penned articles for *Trail Rider*, always with odd results. He is actually responsible for most of the attitude and excitement we take for granted at NETRA hare scrambles events, a fact that will become evident in his absence. You could not relax when Jerry was around—nothing was safe, or sacred. Children watched and laughed, grown men stared in disbelief, and women gasped and covered their eyes.

Beyond this sick exterior is a generosity of nature rarely found in our species. Jerry may not have two quarters to rub together, but he'll still volunteer to print event T-shirts for not much more than cost, and if someone deserved a trick helmet, he'd cut his price to the

bone to accommodate. At

past NETRA banquets he's painted helmets and raffled them off, donating the money to the Bob Nyholt fund or NETRA's Legislative Defense Fund. This past year he sold raffle tickets all night, and wound up donating \$400 to both causes, holding back only enough to buy more paint. Monday morning he was back in the shop, designing another foul T-shirt, and wondering where the rent money was going to come from.

But far be it for us to glorify him; at worst, to most of us, he was just another weirdo at the front of the crowd, wearing a strange hat with his pants pulled too high. He's setting up shop in the high desert of California for the time being. I hope they're ready for him. □



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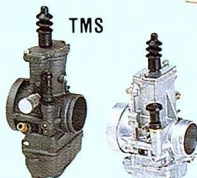
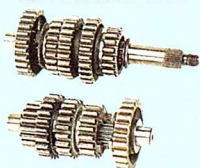


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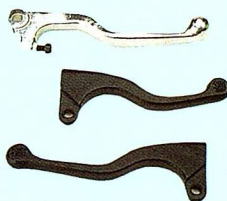
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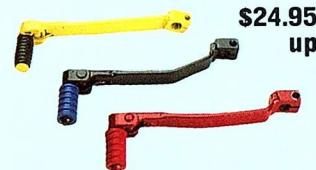
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EASTERN NEWS

HEADED FOR COLORADO

There's a story on dual sport riding in Colorado in *Trail Rider* this month, and it will serve to whet the appetites of at least a few of us. Tracy Smith's Greater Colorado Trail Rides is sponsoring four different Colorado rides this season, and a group of about 10 NETRA riders, including the publisher of this fine magazine, are planning on attending his August 17th trail-ride. That's right; we're all leaving town, after scraping together all the cash we could muster! The riding and the scenery out there is way too fine, so we're going back.

Actually, it isn't really all that expensive. For his five-day ride, Tracy charges \$599, which includes lodging and support vehicle (you buy your own food). You have to add to that whatever it'll cost you to get your bike and body out there, and actually he can arrange to rent you a bike if you like. He's doing two trail rides and two dual sport rides this year, and for more information, call Tracy at (303)973-2363.

SYMMS ACT SHAM

The Symms National Recreational Trails Fund Act was passed earlier this year, amid tons of hoopla over how it was going to change the

world for off-road vehicle users. Groups of riders and clubs in NETRA and ECEA areas started working immediately on proposals and plans for ways the fund could be used (the act allows for a percentage of gasoline tax moneys to be used for multiple-use trail construction and maintenance). We were all excited, and things were good.

Well, guess what? Now the word is out that the act has never been "funded." In other words, the government hasn't transferred the funds earmarked for the Symms Act, and, according to all signs, it has no intention of doing so. Yet another reason why you shouldn't believe anything coming out of Washington, especially anything that's supposed to be beneficial to you. Remember the phone numbers of all your congressmen? Pull them out again, and tell them all that you want the Symms Act to be fully funded, this year. You might just be shouting it at the walls, but it may do some good, eventually.

NEW JERSEY VERSUS YOU

In a related matter, we reported a while back that New Jersey was working on a state-wide multi-use trails system, intended to be funded by the Symms Act money. Well, just like everything else, it's now on hold for lack of funds, but apparently the public meetings are going to be held soon. So we've come to find out that New Jersey's "multiple use" policy does not include motorcycles or ATVs, and they have no intention to include them. This is in direct violation

of the requirements of the Symms Act (30 percent of funds *must* go to motorized recreation), and the New Jersey plan should not be funded at all, unless it includes motorized vehicles...after all, that's where they're getting the money!

If you're a tax-paying New Jersey resident, then the New Jersey Department of Environmental Protection deserves to hear from you. Remember that your taxes pay the salaries of these misguided people, and if we work at it we can vote most of them out of office. The telephone number for the NJDEP is (609)292-2772, and you want to talk to them about their proposed statewide multi-use trail system.

DON'T MISS IT

We are starting to get notices in the mail already that the 20th anniversary version of the Ammonoosuc River Turkey Run is happening this year on September 13. The Norumbega Trail Riders plan all sorts of great things for the day, and it doesn't hurt that the ride takes place in one of the most beautiful spots in northwestern New England. It's a turkey run, which means an enduro legal bike, and it'll be a great ride, take our word for it. More info as the date gets closer.

EVENTS CANCELED

NETRA reports to us that a number of events have been canceled this season, for a variety of reasons. The Mohawk Enduro, originally scheduled for September 20 has been canceled due to a lack of interested trail bosses, or at least that's what we've been told. Also gone is the Wachusett Wramble turkey run, which was

NAMES AND ADDRESSES

New England Trail Rider Association (NETRA) P.O. Box 478 Ellington, CT 06029 (203)875-5757	Fayetteville, NC 28302 (919)867-5219
East Coast Enduro Association (ECEA) 1380 Route 70 Browns Mills, NJ 08015 (609)893-7294	American Motorcyclist Assn. P.O. Box 6114 Westerville, OH 43081-6114 (614)891-2425
Pennsylvania Trail Riders Association (PATRA) Box 77 Thomasville, PA 17364	Southeastern Enduro and Trail Riders Association (SETRA) P.O. Box 1935 Roswell, GA 30077-1935 (404)532-6832
Budds Creek Hare Scrambles P.O. Box 156 Budds Creek, MD 20650 (301)475-2000	New York Hare Scrambles Series (315)895-7654
Racer Productions (AMA GNCC Series) Route 7, Box 459 Morgantown, WV 26505 (304)594-1157	District 4 Enduro Comm. 568 Whittier Road Spencerport, NY 14559 (716)594-0384
North Carolina H.S. Series P.O. Box 338	District 6 Sports Association P.O. Box 554 Lebanon, PA 17042 (717)272-6896
	Blue Ribbon Coalition P.O. Box 5449 Pocatello, ID 83202 (208)237-1557

McKEAN COUNTY ENDURO

By Michael Shinnors

The Enduro Sun God broke through and helped dry out the 80-mile Rew, Pennsylvania, course. After weeks of foul weather, the 140 riders were treated to some pretty nice riding. Most I talked to said they enjoyed the ride, but admitted they were a bit out of shape, myself included!

Dave Lunden's award-winning crew, firemen and women, did a great job on the course, road crossings and in the kitchen. When was the last time you got a beer and a burger for a buck and a half!

The highlight of the trophy presentation was the award to D-4 chairman Ray Goulet, for five years of unselfish work promoting enduros. John Oechsle Jr. topped the field for the day, with a score of three points, followed hard by up and coming Dave Wagner with five. The scoring crew had the results out early, and the trophy winners were on their way home by five P.M. ■

McKean County Enduro

Class Results

John Oechsle Jr.	3
Grand Champion	
Dave Wagner	5
High Point A	
Russell Weist	7
High Point B	
James Denk	11
High Point C	
0-200 A	
1. Hank Tarr	6
2. Jeff Post	9
3. Jeff Horton	19
201-250 A	
1. Brian Russell	6
2. Shawn Mowry	6
3. Steve Van Etten	6
Open A	
1. Don Mix	26
Veteran A	

1. Dan Van Skiver	8
2. Tom Marchese	8
3. David Box	8
Senior A	
1. Bob Thompson	11
2. Jim Siebert	13
3. Joe Noto	19
Super Senior	
1. Michael Shinnors	23
2. Charles Smith	157
0-200 B	
1. Douglas Weist	9
2. Todd Albrecht	12
3. Chris Pelto	14
201-250 B	
1. Steven Oechsle	8
2. Aaron Kopp	9
3. Chris Gee	9
Open B	
1. Scott Williams	10
2. Shawn McCarthy	14

3. Todd Way	17
Veteran B	
1. Mark Augustine	11
2. Mark Kief	11
3. Bob McChesney	12
Senior B	
1. Les Ort	13
2. Thomas Way	31
3. Doug Black	32
0-200 C	
1. Doug Dunbar	22
2. Jeremy Luce	22
3. David Whiteman	24
201-250 C	
1. Marc Weiland	11
2. Terry Hartman	14
3. Dave Caughey	17
Open C	
1. Russ Wippenbeck	16
2. James Klingler	26
3. Greg Palotta	31

WHERE TO RIDE

July

- 7/11 Firecracker I Junior Enduro
Union, CT
- 7/12 Conn. State Hare Scrambles
Union, CT
- 7/12 Mohawk Turkey Run
Adams, MA
- 7/12 VFTR Dual Sport Ride
Brandonville, PA (215)873-7584
- 7/12 New York Hare Scrambles Series
McKean County M.C., Rew, PA
- 7/12 CMA Binbrook Enduro
Steel City M.C. (Canada) (416)522-5705
- 7/18-19 AMA National Dual Sport Series
Las Vegas, NV (702)457-5775
- 7/19 ECEA Foggy Mountain Breakdown
Enduro
Blain, PA
- 7/19 Missouri Hare Scrambles Chp.
Sedalia, MO (314)868-4128
- 7/19 Greylock Hare Scrambles
Windsor, MA
- 7/26 AMA National Hare Scrambles
New Berlin, NY (607)847-6520
- 7/26 Tri State Enduro
Oxford, MA
- 7/26 Mohawk Dual Sport
Adams, MA
- 7/26 New York H.S./AMA National H.S.
Thunder Ridge, S. Edmeston, NY

scheduled for October 18. The Wramble people ran into permit problems and had to abandon the event.

The NETRA office also tells us to keep an eye on the Tri-State enduro scheduled for the 26th of this month. Its future was shaky as this was being written, and if you're planning on attending, give the NETRA number a call beforehand and double check that it's happening.

Amid all this bad news, there is a shiny spot. The King Philip Trail Riders have added a Junior event to the NETRA schedule, called the King Philip Junior Enduro. It will be held on October 3, outside of Wrentham, Massachusetts. Call the NETRA office for confirmation and directions.

NEW TWIST

Having trouble getting a permit for your dual sport ride? Not sure you even want to go through the trouble? Guess what? Dual sport rides, by AMA definition, are run on public roads and highways, routes that riders can normally drive through just like cars, trucks, motor homes and four-wheel-drive vehicles. If your club's ride is set up on all public roads, you probably don't need a permit. You may need a permit to hold an "event," but if there is no "event," there's no problem. Dual sport promoters are avoiding "antis" by not holding events; instead selling a T-shirt and a roll chart to anyone who sends in a request to ride. Along with the goods, the riders get a note saying that they can ride this route any time they like...if everyone just chooses to ride on a certain day, what's the trouble? Food for thought, from the left coast. □

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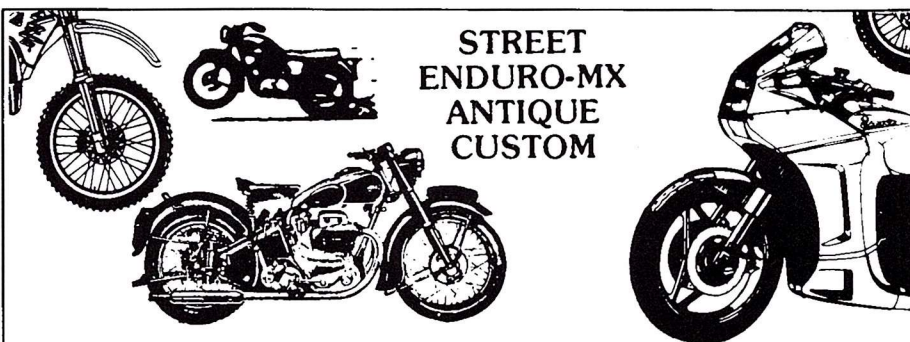
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FRANK'S *off-road* FACTS #8

by Frank Stacy — Dunlop National Off-Road Race Service Coordinator

TREAD RUBBER COMPOUNDS

In the early days of knobby tire development, quite often the same tread pattern was used for all track conditions. The primary difference in the tires were their rubber compounds, which were specialized for hard tracks or soft tracks. Generally, hard track tires had soft rubber compounds and soft track tires had very hard rubber compounds.

The speed and punishment a tire must now endure during a race or moto are far greater than in the past. As a result, yesterday's soft rubber tread compounds generally would wear too rapidly for today's racers.

Current tread compound development, however, is much more sophisticated. Tread patterns and compounds can be computer-optimized and matched for specific track conditions. This new compounding technology allows high grip levels to be achieved without making the tread too soft for durability. By matching this compound with a hard track tread pattern, the best overall performance can be achieved. Dunlop's **D707 HT** is an excellent example.

Even soft track tires can benefit from the use of similar hard terrain compounding technology. The reason for this is that most soft tracks in the U.S.A. have a hard base or cement start pad. Offering a tread pattern that cleans well on soft surfaces along with a high grip compound gives the tire a much wider range of use. Dunlop's **D752 ST** tire is an example of this type of tire.

Dunlop's intermediate tires use compound technology similar to that of our hard terrain tires. Since these tires are primarily used on dry surfaces, the emphasis is on high grip level to achieve the best performance. Dunlop's **K695 IT** is a good example of this combination.

Whether it's for soft terrain, hard terrain or intermediate terrain, Dunlop offers the ideal combination of performance characteristics for your requirements. Ask your Dunlop dealer which tire is best for you.

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THE REST OF THE WORLD



NATIONAL NEWS

We attended the Speedville two-day ISDE Qualifier in May, and can report that it went off pretty well, although you'll read the full story next month. Swedish rider Jimmie Erikson won the event overall, after winning the Oklahoma Qualifier as well. It looks like Steve Hatch was second overall, while Kevin Hines finished up in third. The Ithaca Dirt Riders did a fantastic job with the course. The highlight was a 3-mile grass track special test ribboned out in a farmer's pasture. It was a dead ringer for what we're used to seeing in Europe. The terrain was typical Speedville—greasy clay and shale rock—but if it was anything else we'd be disappointed.

The Weekend before, in Rose City, Michigan, Hatch finally took the overall in a National enduro, a distinction that has eluded him until now. With his nine point score, Hatch topped a group of unlucky 12's, including Hawkins, Hines and '91 National Champion Jeff Russell. As of Michigan, Hawkins still has the championship points lead with 115 points to his credit. Following in second, by virtue of consistent finishes, is Coloradan Kelby Pepper, who also has yet to card an overall. Pepper has 77 points, Hines has 74, and Russell is right in there with 71. Hatch is running fifth with 48 points, so he clearly has some work to do.

At this point, the AMA National Enduro series takes a hiatus until October (hey—why don't they just start the *new* season in October!), while the Qualifier series attempts to pick a team for the ISDE this year in Cessnock, Australia, on August 25—30. Think of it—these guys are going to ride all the Qualifiers *and* the Six Days, come back and *still* have nothing to do for a month!

SPRING DANGERS

In several magazines I have read various ways to increase the spring rate on fork springs. Most tips are superficial, with more underlying problems than benefits. For example, one of the recent tips was "after heating and shortening the spring, do not re-heat-treat the spring." If you do not renew the heat-treating on the fork springs, the spring will be weaker in the heated area, which will cause the spring to not hold the proper preload setting or free spring length. This inevitably causes the end of the spring to become non-concentric, which can force the spring against the inside wall of the fork leg, creating metal contamination of the oil and

possible major fork damage.

The other problem with shortening springs in upside-down forks is that in stock form most of these springs are dangerously close to coil-bind. The closer you get to coil-binding, the higher the danger of breaking or fatiguing the springs.

Also, if the springs are cut too short and you bottom out the forks on coil-bound springs, it can damage internal parts and cost you hundreds of dollars (bottom out a shock with coil-bound springs and you will break the shock, guaranteed!). Example: one cartridge tube assembly costs approximately \$200. Before deciding on cutting your springs, make sure you know what you're getting into.

Ted DeVol, President, DeVol Racing.

BIKE JOURNAL '92

The *Bike Journal*, launched in 1989 as the *Old Bike Journal* has been growing in leaps and bounds. This year, with the July issue, it will go to a monthly format, up from the nine issues published last year. The *Bike Journal* is a monthly compendium of classic and vintage bike information, including feature articles and classified ads from readers. In it, you can find everything you wanted to know about classic motorcycles; although the focus is primarily on street bikes—collectible street bikes—with the surge in Vintage class racing it is starting to attract dirt folks in good numbers. The *Bike Journal* has been showing up on newsstands nearly everywhere, but if you haven't seen it and want to, get in touch with TAM Communications at (203)855-0008. With the first new monthly issue, the name will be changed to *Bike Journal International* to reflect the attention they are getting from motorcycle enthusiasts overseas.

NEW CATALOGS

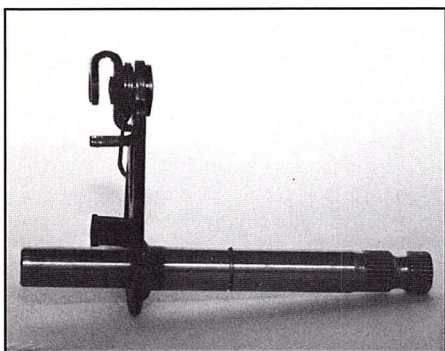
Graydon-Proline has a new catalog out, jammed full of dirt bike, ATV and watercraft goodies, but this is not your ordinary collection of other people's stuff. Many of the products listed were pioneered by Graydon-Proline, since they've been around forever. If you want a copy, send them \$5, and they send you a coupon good for \$5 off your first order. What a deal! Graydon-Proline, 15935 Minnesota Avenue, Paramount, CA 90723.

Progressive Suspension also has a new catalog out, listing all the shock absorber products they offer, a list which is considerable. They're a good place to find dual shocks for older bikes (at good prices), and a load of suspension tools that you thought were unavailable. Get in touch with Progressive at 11129 G Avenue, Hesperia, CA 92345.

We've got local catalogs as well. Kevin's Cycle Supply has their new catalog out, and it is a doozie. You can find their address and phone number in their ad on page two. Also, Dirt Works has a catalog they're offering to the world. Look for their ad somewhere in this issue, and remember: buy local!

MORE HUSKY UPDATES

You've all no doubt read that the new Huskys are hard to shift, especially under power. This news made the rounds of the California magazines; trouble is, some of the Huskys shift hard, and some of them don't. This drove Joe Morel, of Morel's Husqvarna, crazy, since he's been riding one that shifts perfect. Well, he finally got the chance to tear apart a customer's bike and examine the shifting mechanism, and found out what is wrong with the bad-shifting bikes. It seems that the step feeder claw on some of the shift shafts must have warped back out after being heated and bent at the factory. If your bike shifts nasty—especially on upshifts—it's because these claws are not bent parallel to the plate welded on the shift shaft.



Look at the photo, and compare it to your shift shaft. Bend the claws back parallel very carefully. You don't want to squash anything else in the shift mechanism. Button it all back up and you'll be amazed at the difference.

Joe also took offense to our idea of drilling holes in the piston to lube the exhaust bridges. He says that the problem of cylinder seizures is caused by high spots in the plating at the port edges. To fix it, give the suspect cylinder a quick honing with a stone-type hone, not a ball hone. A ten-second pass should remove material only at the edges of the ports—you'll be able to see it if you paint the inside of the cylinder with Dye-Kem first. Joe also recommends one size richer on the pilot, automatically, when the bike is new. This will help keep the cylinder cooler and smooth out the power transition.

The Husky's ultra-high compression ratio also doesn't help if you use cheap pump gas. You can get a lot of detonation and hot spots in the cylinder, which will ultimately cause a seizure. If you don't want to use Cam-2 or some sort of high-octane aviation gas, take your top end apart clean up all the mating surfaces, and rebuild using two base gaskets instead of a single one. This will lower the compression and allow the engine to tolerate normal premium pump gas.

Finally, Joe recommends five-weight Maxima Zero-Stiction fork oil in the new Husky's Showa forks. He says the standard oil is too thick, and switching to a quality, lighter-weight fork oil is all most riders will need to be happy with these forks. Thanks, Joe! □

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John Monahan Memorial Enduro

Bike brutality in Freetown

By Mike Snyder, photos by Snyder and Steve Tower

Freetown, MA 4/12

As the 182 racers pulled into the start area for the second round of the NETRA enduro series, they realized that they were in for a very long day. The sponsoring club, the Pilgrim Sands Trail Riders, have become famous (or infamous, depends on who you talk to) for brutal

terrain, and this year's ride would live up to everyone's expectations.

Both Jeff Bauer and Peter Tamagina (co-trail bosses for the event) did their best to uphold the clubs' reputation by setting up a 70 ground-mile course that featured a grass track at the beginning of the circuit, as well as endless mudholes connected by rock-strewn trails and,

for good measure, some tar/dirt roads. One thing that the club hadn't counted on was the support Mother Nature provided in the form of very low temperatures and a cold misty drizzle that fell just about all day. It added that "New England" quality to the event, as well as some very beaten riders by days end. The C riders would compete in the first half of the race, giving them a total of 48.6 ground miles before stopping for the day at the gas

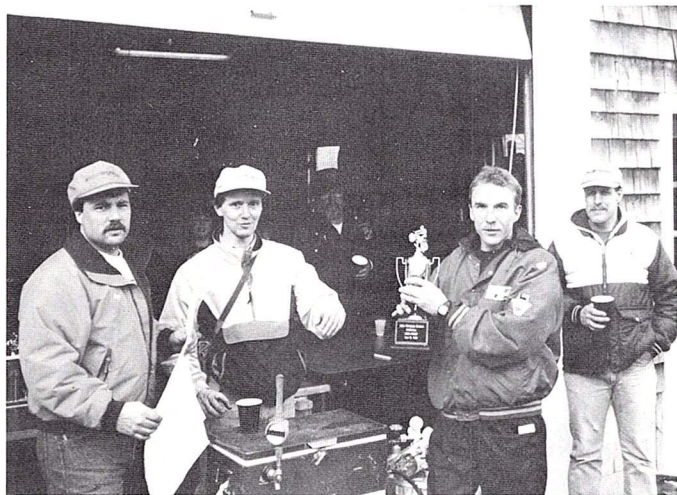
stop, where the rest of the competitors would continue.

Husquarna/Answer/Aria/Ace rbis/Scott-supported Fred Hoess once again showed the local AA and A riders why he is considered one of the fastest off-road racers' in America by dropping 28 points to claim the overall by 9 points over Honda mounted Jim Mitchell. "I had an interesting morning," stated Hoess afterwards, "First, I crashed a couple of times. The second time, I pinned myself under the bike in a rocky stream bed. Luckily, Steve V-nesse was behind me, because he stopped and helped me pull

the bike off myself. I lost a couple minutes there and had a hard time getting my hand to work after that crash. I got the glove soaking wet which caused it to cramp up in the cold."

Riding problems weren't the only thing to hinder Fred's charge. "I also had a little trouble setting up my ICO Pro-Comp timekeeping equipment to Brand X rules, since I just got it and haven't really had time to sit down and read the manual. It took me about three-quarters of the event to realize how to dial the computer in. I had to hammer it in the last half after the gas stop to even give me a chance at the overall, as several riders were in contention for the win. I'm really happy to have done so well today despite my problems. The event was very well organized, all the checks and resets were spot-on. That last section the club put us through was excellent, some of the best terrain I've ridden."

Several of Hoess's closest competitors had



Husky's Fred Hoess picks up his overall trophy at the Monahan Enduro. This was Fred's second overall NETRA win for the season, after he blitzed the Snow Run as well. Could a Husky win the Championship?



The Pilgrim Sand Trail Riders treated the riders to a special test loop around their hare scrambles track on Clarkie's property. It was a lot warmer, this time!



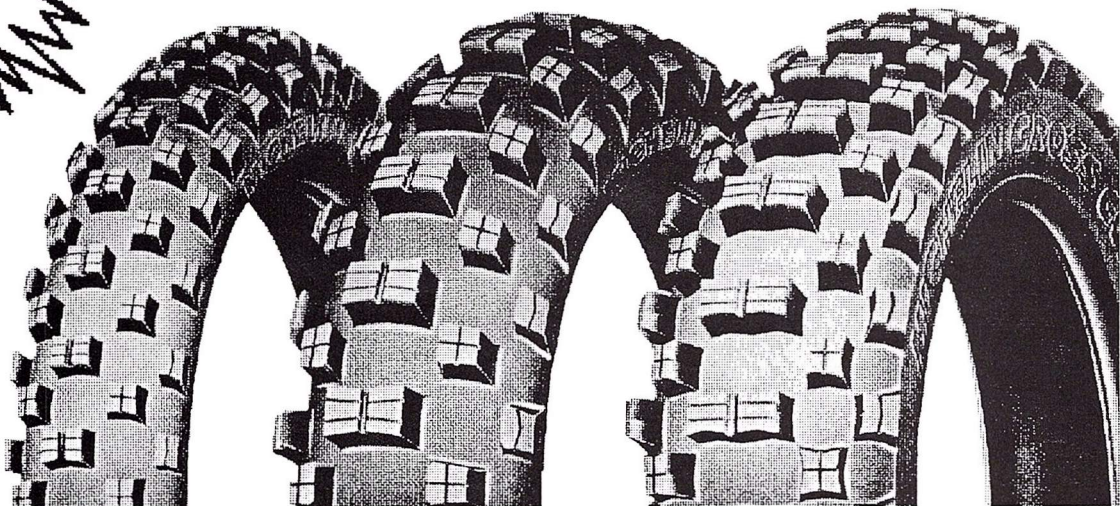
Third place A Bantam rider Pete Tanner tiptoes through the woods on his one-gear KTM—his shifter was wrapped around his footpeg!

NEW

MICHELIN

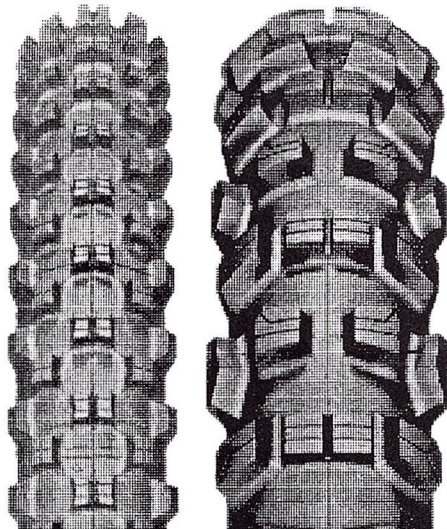
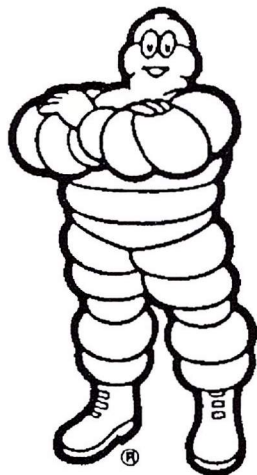
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John Monahan Memorial

Enduro

Class Results

Fred Hoess

28

Overall High Point

Jim Mitchell

37

AA High Point

Pat Royer

38

High Point A

Steve Peloquin

48

High Point B

Mike Curtis

47

High Point C

A Lightweight

1. S. Antoniou

2. S. Vanesse

3. J. Kelly

A Bantam

1. B. Dakai

2. K. Howley

3. P. Tanner

A Heavy

1. G. Hill

2. D. Szlachetka

3. E. Sweetser

A Veteran

1. M. Parkes

2. T. Vella

3. J. Pidgeon

A Four Stroke

1. K. Honda

2. S. Baker

3. B. Johnson

A Senior

1. D. Kelly

2. B. Dana

3. I. Witkop

A Super Senior

1. G. Razee

B Lightweight

1. D. Kelly

2. A Rustici

3. M. Doherty

B Bantam

1. E. Vansteenberger

2. J. Constantino

3. T. Murphy

B Heavy

1. J. Copeland

2. P. Olsen

3. R. Ackley

B Veteran

1. A. Vetri

2. L. Dutlinger

3. D. Heckler

B Four Stroke

1. A. Walker

2. D. Carlson

3. P. Collins

B Senior

1. N. Corwin

2. R. Courtmanche

C Lightweight

1. J. Roberts

2. D. Richardson

3. S. Steinborg

C Bantam

1. G. Szlachetka

2. P. Couhran Jr.

3. R. Hines

C Heavy

1. P. Tannuzzo

2. R. Hollis

3. L. Rizzatti

C Veteran

1. J. Stoddard

2. P. Canning

3. J. Dugan

C Four Stroke

1. S. Fastert

2. G. Wurlitzer

3. J. Considine

C Senior

1. P. Dumais

2. A. Fagan

3. M. Magoon

chanical problems, "The bike kept stalling, it would run great until I came to a stop for a reset or something. As soon as I stopped, it would stall. It got worse and worse as the day sent on. The last time I stalled, it took 40 minutes to get it started again. By then, I realized no matter how hard I rode, I could never make-up the lost time and points. At least my luck hasn't changed for the beginning of the season, since I started slow last year as well. Maybe it's a good omen!"



Fast Freddy Hoess rails a turn in the PST special test. Whether he's riding a 360 or a 125, Fred really knows how to rip.

days they would rather forget, and fellow Husqvarna riders Kemp Stewart and defending NETRA Enduro champion Russ Stearns both had problems. "I just had a bad day," explained Stewart, "I kept falling off and crashing. When I tagged a tree hard enough to ring my bell that's when I decided to call it quits. I'll use this run as one of my throwaway rides."

Russ Stearns, on the other hand, had me-

stroke rider Bert Guerrette also had his share of problems. "I popped my shoulder out of joint. It's an old injury that haunts me once in a while. I figured I had better stop instead of popping it back in, continuing and hoping for the best. I think that I'm going for that operation I've been putting off for a couple of years. I'll make a comeback later this year, when I'm healthy."

Fellow Honda AA rider Jim Mitchell had a

much better day, as he claimed AA High Point with a score of 37, "I lucked into an early number, which helped out tremendously today. It was a good event, typical Monahan. It really upheld its' reputation as a tough event. About the only problems I had today was a case of brain fade with my timekeeping abilities, missing checks by seconds and messing up on

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As usual, riders were treated to a taste of the PSTR Swill Hole, a legendary mud wallow in the Freetown area.

resets."

Kawasaki 125 rider Pat Royer, who claimed the A Hi-point trophy, echoed the general consensus of most of the riders by stating, "Except for a couple of crashes, nothing major; had a trouble-free day"

Husqvarna also laid claim to the C High Point trophy for the day, as Mike Curtis took his 350 four-stroke to the top spot, "I liked the event today," explained Mike later in the day, "It was brutal. I was lucky enough to have started on a early number (for a C rider) so I got through a lot of the swill before the pack came. I can just imagine what went on behind me. I wish the club could have run us through some of the afternoon sections the A and B riders rode after the gas stop. It sounded nice and would have been a pleasant change from the stuff they ran us in this morning. I'm just glad that I was able to keep my roll going here with two C Hi-points in two starts."

The Rhody Rovers M.C. also had something to celebrate as the club claimed A, B and C High Point trophies for the second event in a row. The first was the opening round of the NETRA Hare Scrambles series. □

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Way Cool: The Way It's Supposed to Be

By Mark Uth

Water cooling is nothing new. We've all been driving around in iron chariots for decades; all (except for you VW micro bus dinosaurs) employing and perfecting water cooling technologies that permit dumping of waste heat of combustion into the atmosphere. Heck, there's even been early motorcycle applications, if you could truly call those two wheeled vehicles of that day *motorcycles*. The technologies and know-how required to produce dependable water cooling systems has been tuned and perfected, and indirectly, the motorcycling public has benefited from those advancements.

The heat of combustion generates some serious temperatures inside your engine, as exhibited by the sketch; interestingly, the hotter the temperature an engine is run, the more efficient it becomes. Advancements in materials and manufacturing technologies have made motorcycle applications of two stroke engine water cooling not only possible, but dare I say, dependable. Well, maybe. Aluminum radiators, a rarity 15 or 20 years ago, allowed significant weight savings. Plated cylinders improve heat transfer characteristics.

However, the evolutionary trends in materials technologies that have made water cooling possible today will soon make it obsolete. You've probably heard of ongoing development of ceramic pistons, cylinders, turbine blades (for jet engines), etc. The long term goal of these efforts is to produce engines capable of sustained operation without the need for wasteful cooling systems. The technologies associated with these improvements have, in some cases, already arrived. Unfortunately, the reliability and production costs will certainly keep them from being applied to your bike's motor for some time to come.

So that brings us back to what we know. A quick look at your bike reveals that a water cooling system has four essential components: a high and low temperature heat transfer device

(cylinder water jacket and radiator), a fluid medium to transport all that heat energy, and some sort of motive power (water pump) to drive the fluid between them. Waste heat generated in the cylinder is transferred to the coolant, and transported to the radiators where it is dumped to the atmosphere. The amount of heat dumped to the atmosphere is a function of how hot the coolant is and how fast you move it.

From a mechanics point of view, there's really not much to be done with the cylinder or radiators to improve cooling system efficiency or reliability; with essentially no moving parts, as long as there's no damage or leaks, they'll probably work just fine for the life of the bike. Coolant, on the other hand is consumable (it does get changed yearly, right?) and options exist as to what it may be replaced with.

First, your radiator cap pressurizes the entire cooling system to something greater than atmospheric pressure; the ultimate pressure is determined by the cap release pressure which varies from cap to cap. Basically, the bigger the number, the higher the cap release pressure. Some caps are listed by pounds per square inch whereas others are listed in atmospheres (1 atmosphere = 14.7 lb/sq in). Overlooking the supporting science, a fluid will have to be heated to a higher temperature before it will boil at a higher atmospheric pressure.

The other way to increase resistance to boiling is to change fluids. Plain water boils at 212 degrees F. Ethylene glycol (Prestone, Zerex), the most common alternate coolant fluid boils at about 387 degrees F. The 50-50 mixture recommended by most OEMs will have a boiling

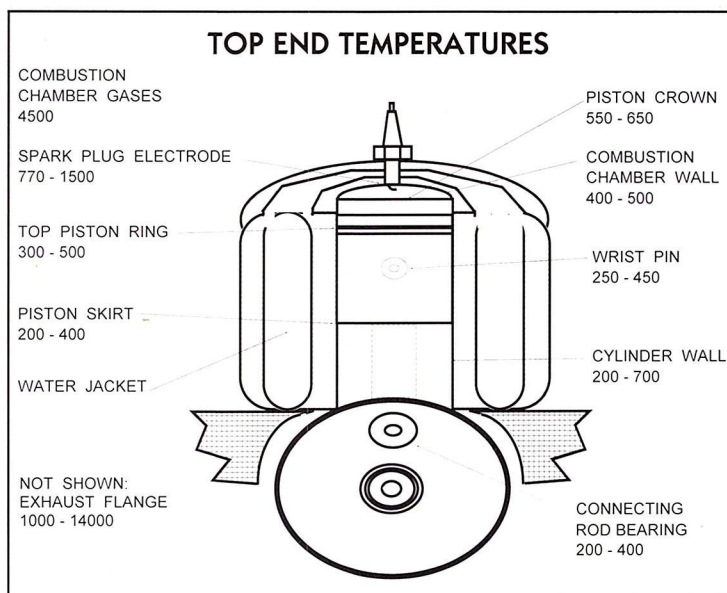
temperature about halfway between the two, roughly 300 °F.

So, if ethylene glycol is so resistant to boiling, why don't we run 100% solutions? Well, the main reason is that higher concentrations might have harmful side effects, such as increased corrosiveness. In addition, it's heavier too; a quart of ethylene glycol weighs about 4 ounces more than a quart of water. For those of you who are really counting scoot calories, methyl alcohol base coolants (like Zerone) weigh even less than water. Changing a 1 quart capacity cooling system to a 50-50 mixture of a methyl alcohol based coolant versus an ethylene glycol based one will result in a weight savings of nearly 3/4 of a pound! Be advised though, methyl alcohol based coolants provide

poorer high temperature performance and overall lubricating properties.

Finally, a trip to your local dealer's fluids rack will yield radiator fluids "designed for two stroke motorcycles." These sometimes expensive specialty coolants have additives that resist fluid shearing forces, which in turn protects against water pump cavitation and fluid foaming. Do they work? Quite frankly, I'm skeptical of any "designed for exactly what you need" type wundercures. However, if I had a borderline overheating problem, I'd give them a try before I started replacing radiators, pump impellers, etc.

Enough for science and engineering. Next Toolbox segment on water cooling (not necessarily next month, right Paul?) will address practical preventative maintenance and emergency repairs. Stay cool. □



What coolant fluid characteristics are important for dirt bike applications? Well to begin, the coolant must be kind to the system components; not be overly corrosive to aluminum or other metals, compatible with various seals and gaskets, and provide superior lubricating qualities for water pump rotational components. Just about any quality (ethylene glycol based) automotive coolant fluid does this. However, in some cases this might not be enough. High strung two stroke motors run at higher temperatures than automobile engines so you're going to want a fluid that's even more resistant to boiling. Boiling coolant leads to all sorts of nasty developments inside your cooling system, like pump cavitation, over-pressurization from expanding gases and subsequent unplanned fountain action via the radiator overflow tube. There are, however, some inherent design tricks taken to prevent these disasters.

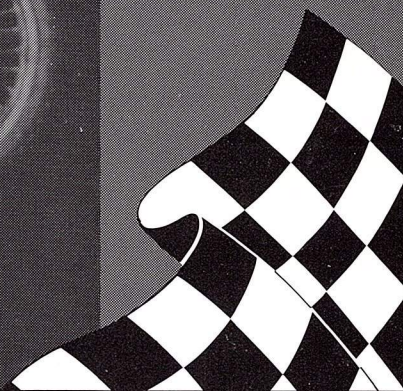


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YAMAHA XT350D

Road and trail riding on Yamaha's venerable dual sport

By the Trail Rider Staff

Yamaha first came out with the XT350 in 1985. Following on the heels of the successful TT/XT250, the 350 was just more of a good thing—a bigger engine in an already proven chassis. At the time, people who wanted that sort of thing did flips over the 350, and rightly so. It was a good bike, for the embryonic days of dual sport; a fact proven by the sheer number of them you still see out at the runs.

But how has the XT350 held up over the years? Three years ago, Suzuki came out with their "almost street legal" DR350 and 250, and resurrected a category of machine that was basically dying on the vine. One would have expected Yamaha to strike back with an overall revamping of the XT350 and 600, along with major publicity, but instead they chose to ride out the wave and watch what happened to the Suzuki machines.

The result was that Suzuki practically took over the market; the only company to pull a small piece of it off was Honda, with their big introduction of the XR250L. Big Red could have taken more with an XR350L as well, and time still drags for those waiting for the electric-start XR650L, but this industry isn't anything if it isn't conservative these days.

So the only competition for the wildly successful DR350S is the Yamaha XT350, the '92 being referred to as the "D" model. Always wanting to see the other side of the coin, we ordered one up for a test and Yamaha went out of their way to scare one up for us, finally wrestling one away from Action Yamaha in Metuchen, New Jersey. Action went to the trouble of setting it all up for us and filling out all the paperwork. Thanks, guys!

HOW'S THAT ENGINE?

The first thing we noticed about the XT is how much easier it was to start than the DR350S. There's no manual compression release on the XT, no "starting drill" to follow (as in "lay it over on its side, kick it 20 times with the compression release pulled in, then bring it up to the top, let go of the compression release and kick it" which, we were told, was the sure-fire way to get our DR lit on "one kick" just before we sold it). All you need do is flip the kickstarter out and kick it. The first time we tried it, the XT started on two licks. Heaven! When hot, it usually goes in a single stab of the lever.

The XT idles very smoothly, evidence of a well-tuned counterbalancer deep within those engine cases. There's no buzz in the handlebars or footpegs, just the healthy hum of a single-



Mark Uth spins the XT down a dusty trail. The Yamaha has a number of good features, but so far the DR350S has it beat in the suspension department.

cylinder thumper to let you know it's alive. Unlike the original XT250 (and the current DR) this XT350 engine uses a double overhead cam four-valve head, ensuring that the maximum amount of charge is being pumped.

At first it seemed like an awful lot of complexity for a dirt bike—four valves, two cams and all that drive train—but on the first ride it was obvious that Yamaha knows what they're doing. This engine is easily stronger and faster than a DR350, even at brand new. The break-in instructions tell you to keep it under 50 in the first 100 miles; this bike can easily top 70 or more the first time you warm it up. Considering that all four-strokes loosen up and run better after 500 miles or so, this bike should be running wonderful by the middle of summer!

Yamaha runs the fuel through a single vacuum carb; not our favorite type of pumper, but since it works we can't knock it. The air is sucked through a small, well-silenced airbox, and the exhaust is pumped out a pair of twin

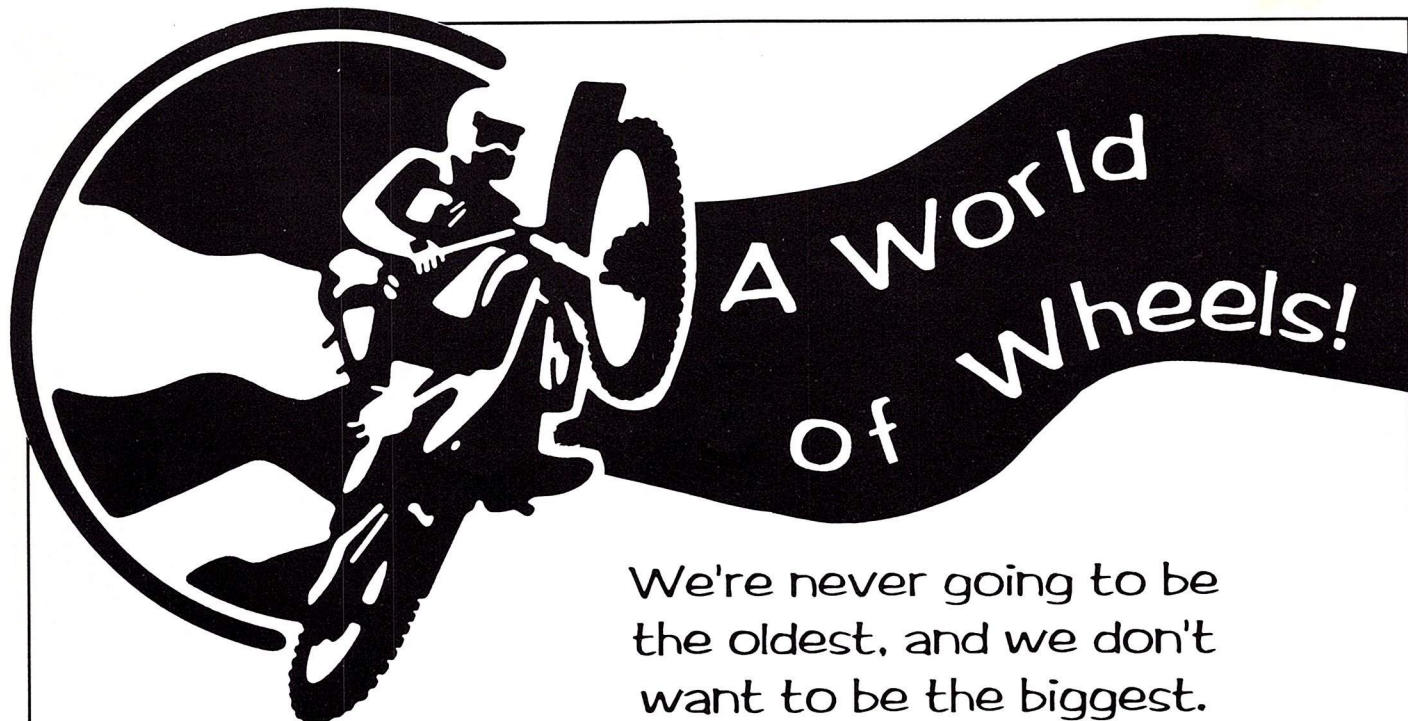
exhaust pipes, combined into a single muffler in the back. Naturally, the bike is super-quiet in stock form, and you should probably keep it that way, but there are plenty of aftermarket silencers and exhaust pipes if you want to make it noisy.

The XT has a six-speed transmission, which at first seems a little excessive for a 350, but it does make sense. With six speeds, the engineers were able to design a box that has good, close ratios for the dirt, while allowing a tall sixth gear for highway cruising. To keep all this gear-shifting smooth, the rear sprocket is mounted in a cush-drive hub. The final gearing is impressive, too—the front sprocket is a massive 19-tooth job, running to a 55-tooth rear sprocket. This will leave you with plenty of room to play with gearing, although for most of us the stock gearing will be fine. An o-ring chain is also stock equipment.

It all runs just exactly as you'd want a 350 four-stroke to run—good, smooth power from idle, no jumps or jags in the powerband, and an ability to rev to the moon (which we've resisted so far, on the young motor). Shifting is good and light, the



A front disc brake does a good job of slowing the XT, but the rear drum brake is behind the times. We swapped the stock tires for a Metzeler front and Pirelli street-legal rear knobies. It make a huge difference in the dirt.



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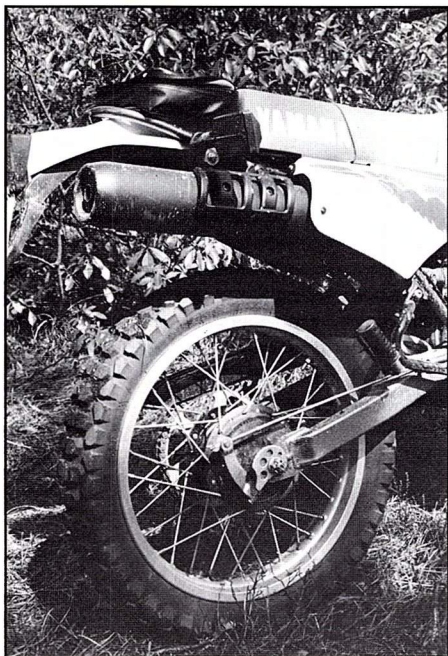


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The stock silencer does a great job, and there's still plenty of horsepower. For more aggressive dirt riding, we'd suggest installing a smaller front sprocket.

clutch does its job with no complaining; it's pretty much the perfect 350, no doubt about it.

CLASSIC CHASSIS

And then, after admiring the engine, we have to step back and look at the frame and suspension. To be honest, the whole package is right in the ballpark. The looks are right, except maybe the pink and turquoise accents on what used to be a macho-looking red and white bike. The weight is right in the ballpark, which is an honest 289 pounds soaking wet. All the details are attached correctly, screwed down right, just

like they've had years to perfect it...and they have.

Bits and pieces of the XT may have been improved over the years, but much of it is exactly the same, which is a roundabout way of saying the suspension units are badly dated for the 1990's. The front end is held up by a pair of 35mm oil/spring forks that are exceptionally similar in construction to the forks on our 12-year old XT250 project (except for length, they'd slip right on). The rear suspension is handled by a non-serviceable gas-charged shock, sprung for a 140 to 150-pound rider.

Neither end worked very well, the first time we rode the bike. Historically, dual-purpose bikes have been sprung and damped too softly, and the XT is no exception. It takes more than

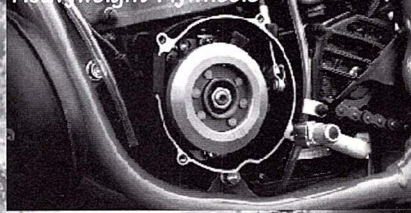
springs to firm this type of bike up; we know that from long experience, so we took the forks and shock off and sent them to Drew Smith at Works Enduro Rider to see what he could do with them.

The forks were no problem. You pull them apart, weld up the damping holes in the damper rod, and then drill new holes according to a formula known to just about every suspension tuner in the business. Put them together, fill them with good, modern fork oil to within six inches or so of the top of the tubes (with the forks fully compressed, springs out), slide the stock springs in, and they work well now. They still have a certain amount of flex that messes up the handling in really aggressive dirt riding, but they're fine for most dual sport riding.

Professional Engine Blueprinting



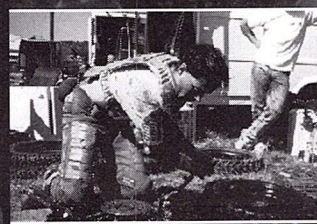
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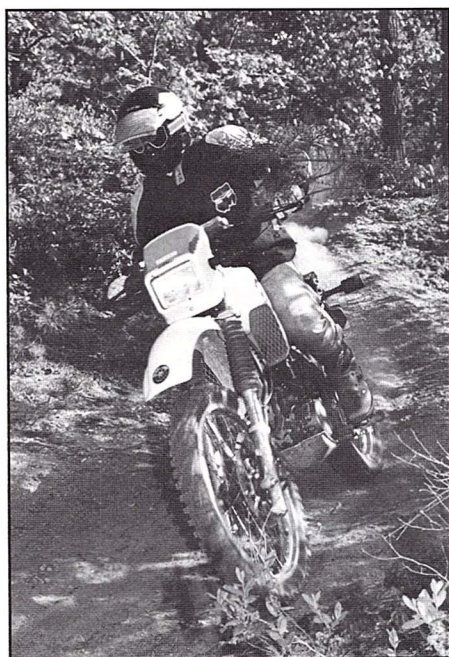


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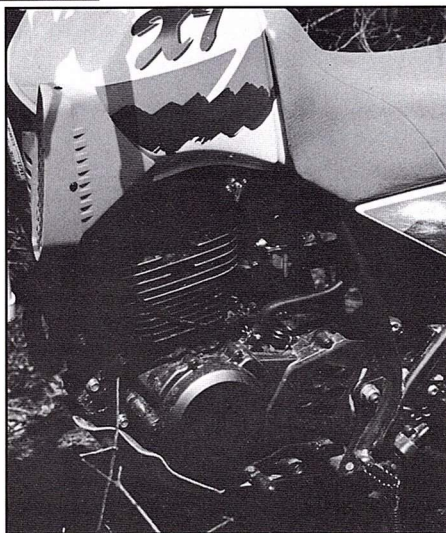
spring either. Drew suggested that Noleen Racing may have a spring to fit, but that still doesn't address the problem of the shock damping.

Dare we say it? For dirt riding, this shock is junk. Hopefully, Yamaha will see fit to update it soon, and swap over some of the technology that makes their YZ/WR such a successful offroad line.

In defense of the XT, though, we

The rear shock is another story. Drew bled the nitrogen, according to the disposal instructions in the manual, then cleaned the body and installed a Schraeder valve over the hole so we could recharge the shock. Inside we found internals that were really designed to be left alone. Through considerable work, he managed to change the damping arrangement and improve the shock action, but admits that it isn't worth it on the XT shock, and told us it would be too expensive to justify modifying the stock shocks. "We're dealing with 1970's technology in that shock, and guys would be a lot better off just putting the money into a good aftermarket shock." Drew told us, when the suspension components were returned.

He did make it better, but, unlike the front, the rear end really needs a heavier spring to haul us 180 to 190-pound dual sporters around; the problem is, Yamaha doesn't make a stiffer accessory spring for it, and the shock isn't really designed to make installing a stiff spring easy. Progressive Suspension doesn't have an XT



The Yamaha's twin-cam engine definitely has the beans for dual sport work. This bike is very comfortable at highway speeds.

SPECIFICATIONS Yamaha XT350D

Engine Type:	Air-cooled four-stroke
Displacement:	346cc
Bore/Stroke:	86 X 59.6mm
Transmission:	Six-speed
Gearing:	19/55
Chain:	O-ring
Tank Capacity:	12 liters (3.2 gal.)
Carburetion:	Teikei Y24PV
Ignition:	CDI
Forks:	Kayaba 35mm oil/spring
Suspension Travel:	255mm
Front Brake:	Hydraulic disc
Front Tire:	BS Trail Wing 3.00X21
Rear Suspension:	New Monocross
Suspension Travel:	220mm
Rear Brake:	Drum-type
Rear Tire:	BS Trail Wing 110/80X18
Seat Height:	855mm
Wheelbase:	1420mm
Ground Clearance:	275mm
Claimed Wet Weight:	287 lbs.
Suggested Retail Price:	\$3299

offer this note of hope. We've ridden an XT with an Ohlins shock installed (available through Noleen Racing, (714)947-5773) and the bike works incredibly well. NETRA Administrator Jerry Shinnners rides a TT350 with an Ohlins on the back, and claims it was at least a 500 percent improvement. "Well worth the money!" he tells us. The money amounts to around \$550, spring included.

So, with the modified suspension, the bike handles better. The front end works fine, although it would be interesting to try an XT with YZ forks. The rear end still bottoms and wallops in any bumps bigger than washboard. A

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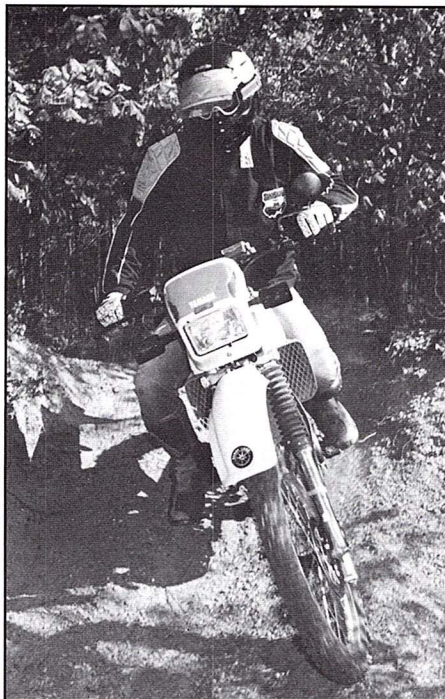
Dirt handling of the bike is very good. The stock street tires work okay in perfect dirt conditions and firm, tacky dirt roads, but on anything loose they're a problem, as we already know. We swapped them right away in favor of some real dirt tires. We used one of the DOT-legal Metzeler Unicross tires in the front, and pulled out an old Pirelli FIM/Six Day tire (MT 71) we had buried in the garage. This is a big rear tire, and the taller profile helped the front end bite better in the loose dirt and sand we suffer through down here in South Jersey. Beyond that, the rest of the bike remained stock, and that's the way we plan to keep it...for now.

DETAILS

The stock handlebars are wide, swept back, and fitted with anti-road rash plugs in the ends. If anything, we'll swap them for some good Renthal aluminum bars and some hand guards, just to change the street-style "sit up and beg" riding position. The controls are all good quality, and we have no complaint with any of them.

The XT comes with a comfortable seat—much better than a stock DR350S seat—but it could stand to be a little taller. If you ever rip the seat cover, we'd recommend getting it rebuilt with an inch more foam (and a black seat cover for decency's sake). If you're under five-foot-six, you may not agree with us.

The front disc brake works nice; no complaints. The rear drum brake works as well as a drum can work. When you go through water or mud, it goes away for a while, but it always



Final verdict: The XT is a good bike in need of some 1990's chassis parts. It starts easier than a DR, and has more power, but there are no great advantages to buying the '92 in favor of the '91, unless you really like the color scheme

comes back. Back in the '70s and early '80s this

was the best drum brake you could get.

We'd like to think that the turquoise blue air scoops under the front of the tank were cosmetic and you could take them off and leave them in a box, but they may be helpful if you ride a lot of slow-speed, tight trails. The pink fork boots are ugly. You could easily replace them with black ones from some other Yamaha model, and then it wouldn't look so much like a girl's bike.

WHERE'S THE FUTURE?

Our final impression of the XT is a good one, as long as we keep the bike's intended use in mind. For most dual sport situations, this XT will work well, and the engine remains a brilliant example of what an engineer can do with 350 cc's of displacement. But the hard fact that remains is that for roughly the same amount of money, you can get a Suzuki DR-S that has a modern remote-reservoir shock on board, as well as 43mm forks and front and rear disc brakes. It's hard to ignore specs like that, even though the Suzuki has an annoying starting drill and not quite as much motor. We would have a better attitude towards the XT if the rear shock was at least properly rebuildable, but alas, it isn't.

So if you simply don't want a Suzuki, here's the alternative. It's a good bike, if you don't push the chassis too hard, and we're certain you'll be pleased with the engine. If you can get one on a deal, go for the Ohlins shock and a fork rebuild. In the mean time, we'll keep our fingers crossed for some much-needed changes in '93. □



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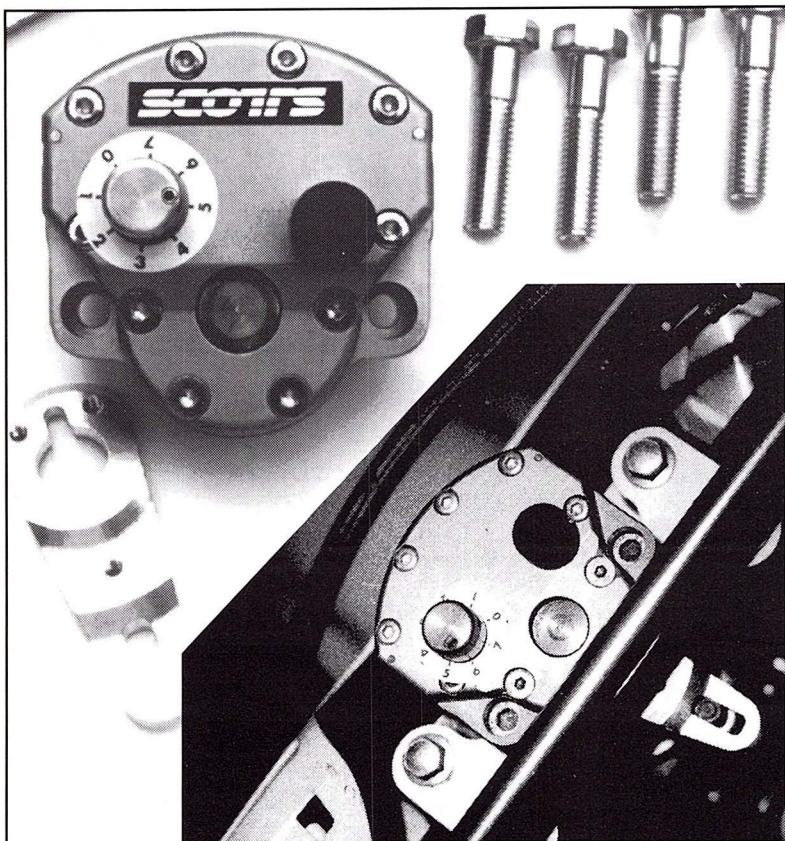
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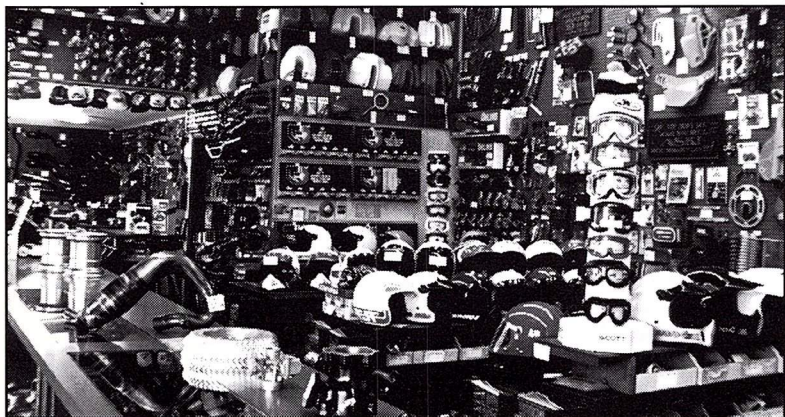


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CURLY FERN ENDURO

More surprises from the South Jersey Enduro Riders

by Mark Uth

Indian Mills, NJ 4/5

The Curly Fern Enduro is run not more than a few miles from the austere but functional Trail Rider offices, essentially right here in our own back yard. The very same trails linked together for the enduro are often visited during motorized trail rides or via the bossman's pedal pumper. Quite frankly, we expected this ride to be as well know and familiar as a 10 year old easy chair, maybe with the emphasis on easy. Not!

Knowing that a great many ECEA members live and ride in the greater Waterford/Indian Mills/Atco area, SJER members successfully implemented a stealth plan that prevented "innocent" locals from stumbling across newly cleaned points-taking sections. And make no mistake, these new sections were not easily hidden quarter and half-mile connectors either. The SJER guys somehow "found" several lengthy woods trail sections that meandered along without crossing any two track; all in a riding area that's literally crisscrossed with sand roads and hardly bigger than 30 or so square miles!

All this devious planning on SJER's part made for the potential of a challenging and competitive ride. Mother nature contributed to the effort with a fine spring riding day; sunny skies, brisk temperatures that might have neared 50 degrees, and a stiff wind to keep the dust moving. An interesting aside, keytime was scheduled for 8 AM, Daylight Savings Time. It doesn't take much to confuse some, and naturally we'd be remiss without identifying our daylight savings spode du jour. Scheduled to ride minute 1 no less (extra points), was bossman and chief muck-a-muck Paul Clipper, who managed to arrive no less that 57 minutes late. Hey Paul, did you hour out? Otherwise, turnout for the event was good; 344 riders entered the race, and 294 passed the checkered flags.

The course consisted of 2 loops, totaling up to about 76 land miles. Each loop consisted of two each points taking sections, although that might be stretching it a bit for the first one of the day.

The first loop started out ominously enough with the whooped out connector fire cut that leads east from the field. This quickly led to a



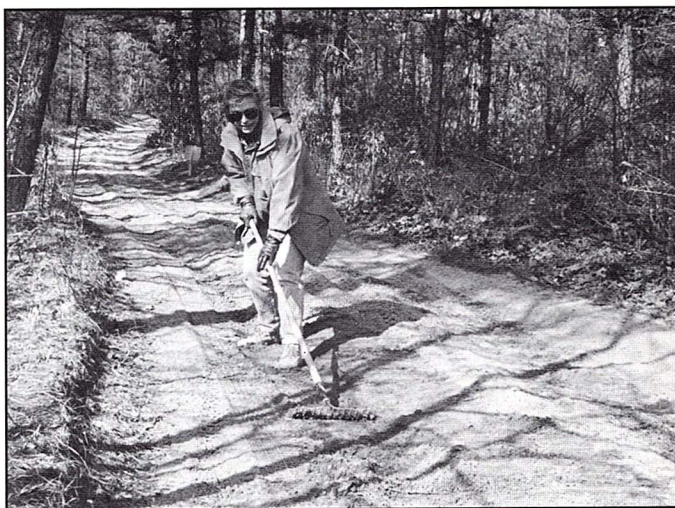
Kathi Cambell took the Women's class, as usual for the ECEA. Kathi's been around for quite a while, and most competitors—men or women—would find it hard to better her score in the woods.

timekeeping exercise as the course made use of mostly existing two track with some woods trails intermittently thrown in. Riders were baptized with some mild "underwater road" action before they arrived at the loop one spectating area, located in the Mark Larsen Memorial Stump Fields just south of Atsion Lake. Fortunately the combination of a low water level in the Pine Barrens, and SJER's humane decision to avoid the really greasy holes, made that passing uneventful for most.

The trail crossed county 536 at the Jersey Central tracks and riders were



This is what can happen with a simple puddle in the middle of a sand road. We didn't have the heart to tell the stuck riders that the best line was right through the middle!



The SJER had clean-up crews out as soon as the last riders had passed, raking up the berms and smoothing out the sand roads once again. The sweep crews pull down the arrows and they're done.



Ken Yankowski came out of his winter retirement to win the AA class on his KTM 250. It must be great to never have time to ride and then still go as fast as ever!

Not to worry though, the stealth plan worked wonders. Loop 2 was to introduce riders to miles and miles of tight woods trail and whooped out connectors. Again SJER lulled riders to sleep with a time keeping exercise for the first 15 miles. The highlight of this beginning section was a shallow puddle that many riders insisted on avoiding and ended up stuck in deep ruts found in the adjacent woods. After a reset at the county line bridge and a short jaunt down Route 534 the whoops started and the fun began. Just getting to the check-ins at the beginning of the afternoon



The famous "underwater road" section made everyone as happy as it ever did. You have to pick your line carefully, or you'll sink to your

finally checked in at the start of some fast woods trail. Being mostly open woods, it wasn't difficult for riders to stay on time and zero the ensuing check. Some more sand roads and connector fire cuts finally brought riders to their first test of the day. This bonafide points-taker lasted about 5 miles and was a taste of things to come. Loop 1 closed out with more timekeeping that forced riders to putt down some really fine trail that begged for the hammer.

A nice convenience, the gas stop was located back at the start, eliminating difficulties associated with pit crew support or gas trucks. A 25 minute break ensued, during which the question arose "Is that all there is?"

Curly Fern Enduro

Class Results

Mike Lafferty 11 KTM

Grand Champion

Mike Moore 11 Hus

High Point A

Ken Quillen 16 Suz

High Point B

Alex Camacho 19 Hon

High Point C

AA

1. Ken Yankowski 13 KTM

2. Mike McHale 14 KTM

3. Dan Nenstiel 14 Hon

4. Bill Atkinson 26 Kaw

A 125

1. Dale Hile Jr. 15 Yam

2. Steve Hodgson 16 Kaw

3. Steve Aretz 16 Yam

4. Dave Barlow 17 Kaw

5. Perry Hodges 17 Yam

A 200

1. Ed Hamilton 14 Kaw

2. Keith McIntyre 16 Kaw

3. Chris Garber 17 Yam

4. Rob Mohn 17 Kaw

5. Dale Waxmunski 18 Kaw

A 250

1. Marc Grossman 13 Kaw

2. Rick Marcinkewicz 14 Kaw

3. Todd Reder 14 Suz

4. Dan Moore 14 Kaw

5. Drew Smith 15 Suz

A Open

1. Tom Folkl 17 Mai

2. Don Lingle 18 Yam

3. Dean Spencer 18 KTM

4. Howard Moudy 20 KTM

5. Ken Humphreys 21 KTM

A Senior

1. Wick Wickline 18 Suz

2. Tom Marsh 18 Yam

3. Scott Wolf 18 Yam

4. Tom Ebersole 18 Hus

5. Rich Tomkins 19 Kaw

A Super Senior

1. Peter Parlett 21 KTM

2. Wolfgang Kruse 28 Hon

3. Dan Van Driel 29 Kaw

4. Henry Braaksma 30 Hus

5. Dave Crum 30 Hus

A Veteran

1. Brad Little 14 Hon

2. Mark Lambert 15 Suz

3. Eric Koeller 17 Kaw

4. Glenn Scherer 19 Yam

5. Bill Atherholt 19 KTM

A Four Stroke

1. Donnie Tomlin 12 Hus

2. Rich Stewart 13 Hon

3. John Smith 14 Hon

4. Mark Young 18 Hon

5. John Cushing 19 Hon

Women

1. Kathi Campbell 26 Kaw

2. Kristin Wheaton ck.8 Kaw

B 125

1. Steve Leatherwood 17 Yam

2. Lou Green 19 Suz

3. Chris Walczek 21 KTM

4. Skip Montana 22 Suz

5. Bill Adamchik 25 Hon

B 200

1. Rob Aldakimov 17 Kaw

2. Jeff Kirchner 18 Kaw

3. M. Dean Spencer 18 Kaw

4. Barry Punk 20 Kaw

5. Bob Stein 20 Kaw

B 250

1. Bill Maco 17 Kaw

2. Mike Haas 17 Suz

3. John Stachowski 18 KTM

4. Keith Hausman 18 Kaw

5. Ed O'Flynn 18 Hus

B Open

1. Larry Gordon 20 Suz

2. Allen Frei 20 Hus

3. Dave Uth 21 Hon

4. Dave Jobs 21 Hus

5. Mark Uth 22 Hon

B Senior

1. Ron Eder 25 Kaw

2. Tom Bowman 27 KTM

3. John Cooper III 28 Hon

4. Rick Meeker 28 KTM

5. Dick Shirk 29 Kaw

B Super Senior

1. Ken Shaefer 47 Hon

2. Joe Springer 65 Hus

3. Don Culbertson 82 Suz

4. Roe Halbert 108 KTM

5. Frank Todash 154 KTM

B Veteran

1. Lou Oswald 16 Hon

2. Kevin Kuenzner 17 KTM

3. Gene Garron 18 Yam

4. Stewart Crouch 18 Kaw

5. Richard Parker 19 KTM

B Four Stroke

1. Fred Schalek 21 Hon

2. Randy Ferman 21 Hus

3. John Creasy 24 Suz

4. Chris Cummings 25 Hon

5. Chris Wesesky 26 Hon

C 200

1. Frank Gluck 21 Kaw

2. Dave Montana 26 Kaw

3. Jay Oliver 26 Kaw

4. Brian Russell 27 Kaw

5. Brian Sebazzo 27 Suz

C 250

1. Tim Urban 26 Yam

2. Bill Wahl Jr. 27 KTM

3. Marty Vaisman 28 Hus

4. Scott Dagrosa 28 KTM

5. Bill McConnell 28 KTM

C Open

1. Joe Tava III 29 KTM

2. Scott Mosso 34 KTM

3. Dave Critcher 35 Hon

4. Kevin Reed 36 Hon

5. Sergio Allegretti 36 Hus

C Veteran

1. Mike Bianco 21 Yam

2. Ray Compari 26 Kaw

3. Brian Smyth 28 Suz

4. Ira Langman 28 KTM

5. Greg Saum 29 KTM

C Four Stroke

1. Mike Curtis 25 Hus

2. Keith McBride 31 Hon

3. Tony Pearce 33 Hon

4. Greg Cranmer 34 Hon

5. John Williams 36 Hon

Teams

1. Ridge #1 74

2. D.E.R. #1 87

3. CJCR Good 89

4. D.E.R. #2 90

5. Meteor #3 92

points-takers was enough to exhaust riders and tax their will to compete. The first of the two sections was run in mostly open woods that by days end developed multiple lines in nearly every turn. This made for some great hare scrambles type action as riders sliced and diced in search of the ultimate line. The final points taker had some of these sections as well, but was predominantly tight woods trail with hairpin switchbacks.



Just about the whole second half of the enduro was run through fire cuts like this, in varying conditions. Yes, there were a few whoopedos.

No doubt, if not for the whooped out connector trails, the single track woods trail used in the PM loop would have been a blast. Loop two culminated with more timekeeping on the ride back to the start area, using some of the same trail ridden during the morning loop.

Generally speaking, scores were good. The competition was especially tight at the top of the heap, as Mike Lafferty edged out high point A winner Mike Moore on tiebreaking seconds for the Grand Champion prize. Surprise local Ken "be spillin'" Quillen threaded the home course to clean the B class and take high point honors. Alex Camacho outpaced other C riders and earned the High Point trophy in that class. The post race blotter sheet revealed no deaths or crippling injuries, no run-ins with unsympathetic locals or self proclaimed keepers of the forest; essentially, no negative feedback.

All in all, SJER put on a great ride. Some might snivel about a few whoops, but would we? Naah! We love em!

A well deserved thanks is owed to all SJER members, especially trail boss Mark Larsen, for not only putting on a fine event, but going that extra mile during the post-race cleanup activities as well. The event could not have been a success without the help and cooperation of sponsoring activities, including Ranger McFarland and all the rangers of the Wharton State Forest, the host members of the Indian Mills Gun Club and the Tabernacle Rescue Squad for the donation of their time and effort. Finally, B & B Sales and Service of Lancaster, PA, were responsible for the ample prize donations. If you have any contact with these people or activities, let 'em know you appreciate their contributions to our sport!

Next year is the silver anniversary of the Curly Fern and word is that they intend to throw a bash. Hope to see y'all there again, and hey, bring a friend. □

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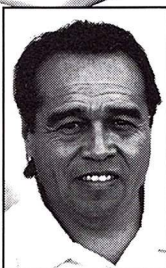
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Don Emler

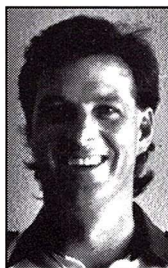
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BILL'S

Bill Cervera

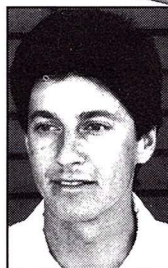
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Loren Duncan

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The Moto-X Caddy

By Hank Stankiewicz

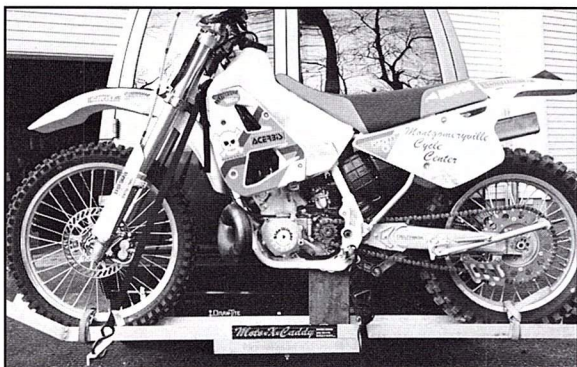
Every once in a while a gizmo comes along that really makes life easier in the biking world. For instance, what would we do without ratchets or the sockets that go on the ends of them? Imagine using a combination wrench, an adjustable wrench, or heaven forbid, pliers to do

all of the work on your bike. What about T-handles, the socket Allen head/Phillips type? Pretty easy to use time savers, huh?

Well, I came across a helpful gizmo of sorts. It may not be a true gizmo due to its list price, \$225, but the Moto-X Caddy sure has made my bike carrying chores a lot easier. I first noticed the Caddy in an ad in this very magazine and thought it looked pretty neat. But, I already had a van and a 3-bike trailer so I didn't give it another thought until about a month ago. You

appreciate my humor. The cost for using their road was positively outrageous.

So, one advantage to the Moto-X Caddy is loss of revenue to the turnpike authority. By the way, can anybody explain to me, when crossing some bridges, why it costs .50 for two axles (.25 per axle) and \$1.00 for three axles? What ever happened to .75? Anyway, I can't wait until my next trip on the Turnpike when I roll through with my bike on the Caddy. Sorry guys, only two axles!



The Moto-X Caddy allows you to cheat the turnpikes out of trailer tolls, and saves maintenance on another set of wheels.

see, I needed to take a bike back to Montgomery Cycle Center in Pennsylvania; and, since I live in New Jersey and wanted to carry a few people with me, I loaded up the trailer and off I went. What a surprise I was in for when I got to the first toll booth! I had forgotten about the increase in toll prices and was quite shocked at what I owed. I asked if they took credit cards, but the toll taker didn't



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The Moto-X Caddy also has some other serious advantages other than a rather low initial cost and savings on the highway. For instance, there is no gas smell in the van, and you can even carry a few family members along with you. (Great for vacations.) If a car is your primary mode of transportation, just install a Class III hitch, purchase the Moto-X Caddy and off you go. You also don't have to worry about flats on your trailer or taking up storage space either. It stands up in a corner of your garage or behind the shed.

What else do you need to make this thing work? You will need three regular tie downs (I suggest Ancra) and you probably already have these, one ratcheting tie down (another great gizmo) and two straps for fastening the wheels. You also will need to make a block (nail three 2x6x10's together) to stand in the rail under the bike. The Caddy itself is made of high strength aluminum which gets bolted to a two-inch steel bar. The bar fits into the Class III receiver and is secured with a bolt. The whole gizmo weighs less than thirty pounds and is very easy to mount on your car or truck. A ramp is included

and allows you to roll the bike up into place.

How does it work and how do I use it? Once rolled up onto the Caddy, two tie downs hold the front wheel in place, just like a traditional trailer. Compress the forks a little and you're set. Another tie down (the ratchet one) connects to each footpeg, goes under the Caddy, and is used to cinch down (compress) the whole frame and anchor it to the Caddy. Oops! I forgot . . . put the block under the frame and cinch the frame down tight (see photographs). Next, strap both wheels in and off you go. Lastly, I added an additional third tie down which fastened the handlebar to the hitch to keep the bike from swaying during acceleration. This is not necessary, but it made me feel better. That's it!

Now, this may sound like a lot of work but

believe me, it's not. You can have everything hooked up and ready to go in just a few minutes. The benefits, in my opinion, are well worth the effort. It's quick, it's easy, it saves money on tolls (this is my favorite), it's cheaper than a trailer and it works. You can even carry along an extra bike if you have a truck, three in the bed and one on the Caddy. As far as the load on the rear of your vehicle is concerned, I have had no problems with my mini van and in fact I don't even know it's back there. Properly used the Caddy is very safe, and I especially recommend it if you're tired of a trailer. If you need more information, call Biondo Designs, Inc., 203-322-2168 and tell them Hank at Trail Rider sent you.

DeVol Non-Slip Seat Covers

by Hank Stankiewicz

I've been riding and racing motorcycles for a lot of years (I'm eligible for the Senior class), and have noticed a strange phenomenon. Over the years the bikes have become better suspended, the engines a whole lot faster, the steering geometry a lot quicker, and my muscles a whole lot weaker. I've noticed that when getting on the throttle hard, I tend to slide to the rear of the bike, which creates several problems. The rear tire hooks up better with my butt on the back of the seat, sometimes when I don't want it to, which leaves the front end light,



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equally when I don't want it to. This happens especially towards the end of a race, when I'm really tired.

Now, the easiest remedy would be to train harder and get into better shape so I'm fresher at the end of an event. However, my family and work responsibilities come first, and, like a lot of us, I just don't have time to stay in the best physical condition.

I did find something to help in this regard, quite by accident. I picked up one of the DeVol Non-Slip seat covers to try when conditions get muddy. I installed the cover and found out I liked it for all around riding as well as sloppy conditions. The cover was easy to install (great directions included), looked well made, and, best of all, helped my butt stay on the seat where I planted it. The non-slip part of the cover allows you to stay on the tank while turning, even if you wick the throttle on hard for the next straight. I consider this an advantage, since I don't have to expend excess energy trying to keep from sliding back on the seat.

If I need to slide back, I just lift slightly off the seat and I'm in business. At a bargain price, I've found a device that will allow you to go faster without spending a lot of money on engine or suspension modifications. How has it held up? I've been using it for over six months have really put it through its paces. It still looks excellent, and above all, it still keeps me from sliding around. Recommended.

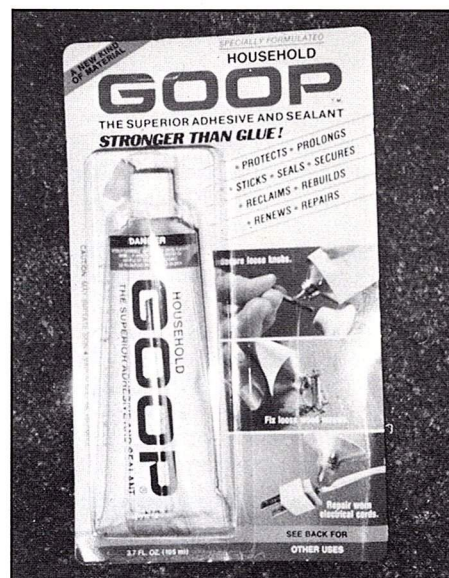
Household Goop

by Mark Uth

Go to a department or hardware store and it's not uncommon to find an aisle dedicated to "miracle" seals and adhesives. Many of these snake oils are good for one thing or another, but rarely more than that.


Some time back I came upon a product called Household Goop, or just Goop for short, that meets many of those "snake oil" claims (not to be confused with "Shoe Goo") and has tons of uses around a dirt bike. Goop is a clear plastic-based adhesive/sealant that has the physical consistency of ten year old tranny oil—thicker than RTV silicon. Its two main advantages are that it tenaciously holds to porous and non-porous materials alike, and this stuff is tough. It doesn't chip, crack, rip, split or wear away like other glues. Use it in spots that see a lot of abrasion and don't worry about resealing it every couple of rides. Patch up your seat cover and it's stronger than the surrounding cover material.

Goop is probably better than many of the existing adhesives/sealants that you're currently using on your bike, and has the potential for many new applications. What are they, you ask? This stuff is great at shoring up the weak points of boots. That spot on the top of your left boot that always wears a hole from the shifter? Goop it. The middle of the sole that wears from the foot pegs? Goop it. That dam-



aged toe piece...you know. Sewn seams on riding gear which tend to have the thread abraded out (pants knees, chest protectors, fanny packs, fender bags, two piece seat covers, etc.), protect them with Goop. The end result may not be pretty, but it works.

The stuff won't work for hot parts such as pipes, motor gaskets, etc. Once cured, it is resistant to oils and fuel. It's difficult to remove from soft materials (e.g. fabric) once cured. The only thing I ever found that Goop won't stick to is RTV sealant. □



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Off The Road Again

It's not easy keeping up with the hottest dirt bikes. Just when you think you've got the latest technology all figured out, something even newer and more outrageous comes along.

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And we're not afraid to tell you how well—or poorly—a new dirt bike performs. The popular "Opinions" section gives you our uncensored remarks on every motorcycle we test. No hype. No BS. Just the straight facts from some of the best riders and writers in the business.

The rider in this photo, for example, Tom Webb, is known for his strong opinions. And he has the credentials to back them up. He tests the hottest new bikes during the week, then to get away from it all he goes racing on the weekends. He earned a silver medal at the 1991 International Six Days Enduro, and he regularly runs with the AMA's top AA enduro riders in U.S. events. Not bad for a typewriter jockey.

You could call him the fastest off-road racing journalist in America. But at Dirt Rider we're not so easily impressed.

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COLORADO DUAL SPORT

Taking in everything Colorado has to offer

by John A. Gordon

Cookeville, TN

Imagine spending seven glorious days in the Colorado Rockies exploring ghost towns, visiting small communities straight out of the past, enjoying the summer crowds at exciting ski resorts and taking advantage of the seemingly endless opportunities for both street and trail riding. Add to this possibility the best scenery of the east and west sides of the continental divide and you have the makings of a wonderful tour of southwestern Colorado.

My friends and I had considerable previous experience in Colorado touring in vans, jeeps and enduro motorcycles, as well as hiking the more remote places. All of these travel options have produced fantastic trips, but all have certain basic limitations which leave you wondering what lies over that mountain or in that town over there. In the summer of 1991, a group of us decided to take a trip to the Rockies on dual purpose motorcycles. Bobby operates a convenience store, Doug is a GMC salesman, Larry runs a truck route to New Jersey and I teach at a state university. All of us live in Tennessee and have considerable experience with all types of motorcycling, dirt and street.

Our first task was to obtain dual purpose bikes and get them ready for the trip. Our dealer at

MidState Kawasaki/Yamaha in Cookeville, Tennessee, managed to come up with two used XT350's and one used and one new XT600 which fit our pocketbooks and physical sizes. As the used bikes all had very low mileage, we installed handguards to protect against lever breakage and began riding them on our local trails and backroads. We immediately found that these bikes could go anywhere as long as

exploring trips. By early August, we were ready to challenge the Rocky Mountains.

On the night of August 8, we left Tennessee with our van and trailer and drove straight through to Colorado Springs to begin our adventure. Saturday morning found us unloading our bikes and gear for the first of several day-long rides.

DAY 1: COLORADO SPRINGS, PIKES PEAK, CRIPPLE CREEK, ROYAL GORGE, and SALIDA. 195 MILES.

Leaving Colorado Springs on Route 24, we rode to the base of Pike's Peak to be joined by our van driver for the exhilarating ride to 14,110 feet and a view of the world from the top. The ride up Pike's Peak is not to be missed by any motorcyclist; the 18 mile, mostly gravel road is steep and scenic, but rideable. One can easily imagine the thrill of racing on this uncertain surface with the edge of the earth just feet away! At the top is Summit House where hot drinks and donuts are welcome as you try to breathe at 14,110 feet up. Outside, the cool air (it was frozen and snowy on our visit) provides awesome views of Colorado Springs and the lower elevations.

Following the ride back to the base, we picked up Route 24 west to Divide where we turned south on Route 67 to Cripple Creek, the home



Gone are the days of "street only" dual sport bikes. Our group went everywhere!

the trails were dry. Wet trails were more challenging but passable. Our real surprise was how well they performed on the street! We were soon riding them to work and on weekend

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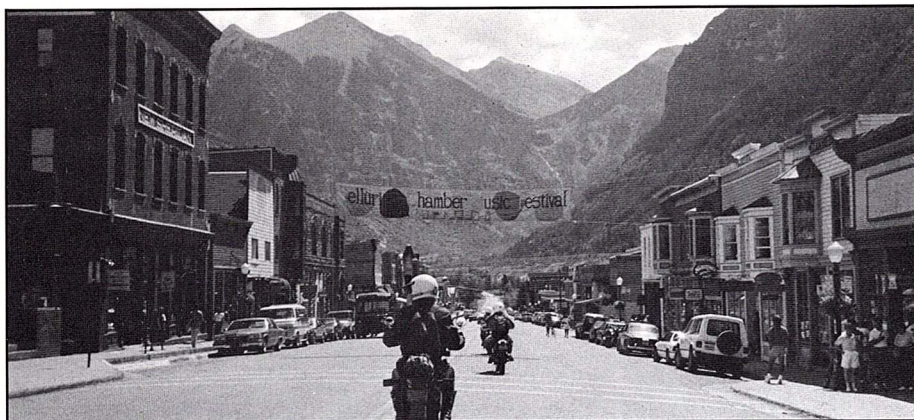
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Downtown Telluride, Colorado. If there ever was a town best visited by dual sport bike, this is it.

of one of the world's most famous gold fields. It is estimated that this area has produced \$381,000,000 in gold since 1891. It has now been transformed into the newest gambling area in the country. We had a lunch break there and then continued southward past Victor and picked up the old railroad grade through Phantom Canyon. This gravel road is quite winding and scenic, passing through a few tunnels on the way to Route 50 just east of Canon City.

Four miles south of Route 50 lies Royal Gorge, a 1,000 foot deep canyon crossed by the famous suspension bridge to nowhere. The bridge is 1,055 feet above the Arkansas River and is only 1,260 feet across. It doesn't lead anywhere, but a halfmillion people a year go across anyway. The fantastic views are worth it!

Back on Route 50, we enjoyed the curves along the raftcovered Arkansas River to the Shawano Motel in Salida. Salida would be our operations base for the next several days of riding. The motel is owned by Buck Walsworth, who is a wellknown dirt rider formerly from Valpariso, Indiana, and he is a good source of information regarding trail riding and jeeping around Salida.

DAY 2: COALDALE, HAYDEN PASS, VILLA GROVE, BONANZA, PONCHA SPRINGS, OLD MONARCH PASS, SARGENTS, MARSHALL PASS. 150 MILES.

The second day's ride began with a 19 mile sprint to Coaldale on Route 50 where we saw

some of the remains of the coal mining and coking industry that once existed here at the base of the Sangre de Cristo Mountains. We then took a rugged jeep trail westward over Hayden Pass (10,709 ft.) and went down into the spectacular San Luis Valley to the remote town of Villa Grove. On the way, we stopped several times to observe mule and whitetail deer and antelope. After a snack and gas, we continued west on a dirt road to the ghost town of Bonanza. This is one of the better preserved mining towns in this area and we spent some time looking around.

Leaving Bonanza, we went north on a primitive wagon trail called Toll Road Gulch encoun-

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tering some majestic Rocky Mountain scenery on the way to the lower end of the Silver Creek Road. Here we began riding a 10 mile segment of the famous Rainbow Trail. This trail is limited to motor vehicles no wider than 40 inches. This means motorcycles, and the trail is often only a foot wide as it winds through some sage fields and canyons going in and out and up and down some side canyons. It's here that we discovered that our dual purpose bikes will do the job on difficult, technical trails.

About noon, we turned left on Route 285 to Poncha Springs where we stopped for lunch. Then it was west on Route 50 towards Monarch Pass. We took the old stage road over old Monarch Pass on the Continental Divide (11,386 ft.) and found it to be a riders' delight! Endless curves on a perfectly prepared dirt surface. Larry used to flatrack and he said it was the best surface he ever rode on. His XT 600 was almost perfect for about 20 miles as we continued into the rural village of Sargents.

With evening approaching, we left Sargents to recross the Continental Divide at Marshall Pass (10,842 ft.) on the abandoned Denver and Rio Grande Southern Railroad Grade. This cinder road is a joy to ride on and we frequently saw deer and elk along the way. The road joins Route 285 near Poncha Pass (9,100 ft.) which divides the

Rio Grande and Arkansas River Basins. From here it was only nine miles to Salida and a long soak in the hot tub.

DAY 3: ST. ELMO, HANCOCK PASS, PITKIN, CUMBERLAND PASS, TINCUP PASS, TURRETT. 150 MILES.

The third day's ride began with several miles of pavement as we went from Salida to the

very rugged jeep trail which goes over Hancock Pass (11,500 ft.) at the Continental Divide and descends to meet the grade of the old Denver, South Park and Pitkin Railroad. Here we made a side trip to see the deserted Alpine Tunnel which enabled narrow gauge trains to pass under the Divide. This 1,805 foot tunnel was one of the many engineering construction marvels of the late 1800's and operated from 1882 to 1910.

From the Alpine Tunnel, we descended through a beautiful canyon into the village of Pitkin. Here we found good food at the 1900-era Pitkin Hotel and decided that we must return here sometime soon and spend the night. The town is quite scenic, rustic and completely undiscovered by tourists. If you come here, plan to stay a while.

Leaving Pitkin, we twotracked north over scenic high country across Cumberland Pass (12,000 ft.) and down into the town of Tincup. Cumberland Pass affords fantastic views of several 13 to 14,000 foot mountains from well above the tree line. This old town has a restaurant and gas and we met

many other motorcyclists on serious dirt bikes here. We turned back eastward and recrossed the Continental Divide at Tincup Pass (11,000 ft.) before descending into St. Elmo.

We backtracked a little into Nathrop where I



One good sneeze and.... Mine ruins above St. Elmo. This sort of crumbling architecture is scattered all over the Rockies.

ghost town of St. Elmo at the base of Mt. Antero, a fourteener in the Sawatch Range. St. Elmo is a nicely preserved mining town and is the hub of roads which lead toward the continental divide in many directions. We chose a

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led our group on many miles of sandwashes and firetrails around Ruby Mountain. There had been a local enduro here in June and we again found that our XT's could handle deep sandy arroyos almost as well as an enduro bike. However, ground clearance is a big problem whenever speeds pick up.

This area east of the Arkansas River is quite dry and desertlike and the mountains are much smaller than the fourteeners just 20 miles to the west. Here we looked around the ghost town of Turret and inspected several local mines before returning to Salida on dirt roads. The hot tub was great again!

DAY 4: MARSHALL PASS, SARGENTS, DOYLEVILLE, OLD AGENCY, SLUMGULLION PASS, LAKE CITY, CARSON, ENGINEERS PASS, SILVERTON. 195 MILES.

On day four we began our crosscountry journey to the spectacular San Juan Mountains. We would be traveling for three days carrying our supplies in daypacks as we explored the area west of Salida. Our route took us back over Marshall Pass to Sargents where we enjoyed some homemade cinnamon rolls and coffee. West of Sargents a short distance on Route 50 at Doyleville we turned south on a dirt road which took us through some very lonely ranching country across Los Pinos Pass (10,500 ft.) and southwest to Slumgullion Pass (11,361 ft.)

where we picked up Route 149 into Lake City. Lake City is a tourist town and a good place for muchneeded gas and a restful lunch.

From Lake City to our motel in Silverton, we could chose a number of routes, all of which we knew to be spectacularly scenic and covered with ghost towns. We had all been to this



Black Bear Pass, coming into Telluride. The riding is excellent, and the scenery is out of this world.

area previously on enduro bikes, so some spirited discussions were needed to establish our next 50 miles of trails. Somehow we decided to take the road to the south of Lake San Cristobal, visit the ghost towns of old and new Carson, go over Engineers Pass (11,000 ft.) and descend

into Silverton by way of Animas Forks. After nearly 200 miles of mostly dirt trails, we were happy to get to our destination, which was Romero's Mexican Restaurant. I have been eating there since 1974 and recommend it; especially George's special marguerita!

Silverton is a small town of 600 nestled in a park at 9,500 feet. It is visited several times a day by a narrow gauge railroad out of Durango and therefore offers a good number of restaurants and shops. Mining is still done here and you will find local miners and ranch hands in town at night. Silverton can serve as the focal point for a visit to the San Juan Mountains; a visit to its welcome center will produce a map showing about 600 miles of jeep and motorcycle trails.

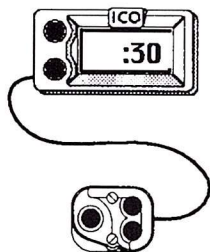
DAY 5: BLACK BEAR PASS, TELLURIDE, IMOGENE PASS, OURAY, RIDGEWAY, OWL CREEK PASS AND MONTROSE. 120 MILES.

Our first experience on day five is to ride over the awesome Black Bear Pass into the new ski resort of Telluride. Black Bear Pass is an incredible jeep road, so steep and narrow that it's impossible to put into words. Suffice it to say that most riders will walk their bikes at some points along the trail. Old gold mines dot the roadside and Bridal Veil Falls tumbles 365 feet to its base

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along the trail. Telluride, the city of gold, has recently become the hottest new resort for the jet set and its skiing and scenery are unmatched. We stopped for a snack of fruit before riding towards Ouray.

Finding the Imogene Pass Road out of Telluride is always tricky, but we found it without asking and proceeded upward through many old mines and ghost towns including the famous Tomboy Mines. These old ruins are far above the treeline and were difficult to work because of the altitude. The twotrack road continues upward to the highest pass in the U.S., Imogene Pass (13,114 ft.). Here we took several photos and spent a lot of time enjoying the views. You can certainly see much of the San Juan Mountains from up there!

The jeep road down into Ouray is loose rock and very steep. It passes many mines including the Camp Bird as it winds along. There are

we hustle into Pitkin for another great lunch at the hotel and we all went for it. After too much to eat plus desert, we took a short nap before backtracking on our Day 3 route up the railroad grade to Hancock Pass, then down into St. Elmo for the third time and back to Salida. Buck's hot tub and pool were better than ever that night.

DAY 7: OPTIONAL RIDING DAY. 50 MILES.

We couldn't agree on where to go on our last day so we split up. Bobby explored a lot of territory towards Monarch Ski Resort and rode about 80 miles in the process. Larry, Doug and I wanted to ride more of the very narrow Rainbow Trail including some of the most difficult parts and then go back into the dry mountains to the north of town. We rode about 26 miles of the Rainbow and then raced into town ahead of an approaching storm. The afternoon storm remained over the dry mountain area as we watched from the motel. Our adventure was over for now! Time to pack, go home to Tennessee and make plans for next year.

SYNOPSIS

Dual purpose bikes allowed us to see large parts of spectacular Colorado in a short period of time at low cost. We were able to completely enjoy everything from technical enduro trails to highways on one bike. I would guess that we saw parts of remote country that many locals have not seen and without paying tour guides or renting jeeps. We always wondered what dualpurpose motorcycles were good for. After more than 900 miles in seven days...now we know!



Carson Ghost Town, in the process of restoration.

several sidetrips possible including one to the ghost town of Sneffles. We continued on into Ouray, the Switzerland of America and gassed up before heading north on Route 550 to Ridgeway for lunch. After a short nap, a dirt road just north of Ridgeway led to Owl Creek Pass (10,114 ft.) and provided spectacular views of Courthouse Mountain and other rock pinnacles. After passing along Silverjack Lake, we turned left onto Route 50 for the sprint into Montrose.

DAY 6: BLACK CANYON, GUNNISON, PITKIN, HANCOCK PASS, ST. ELMO, SALIDA. 170 MILES.

Day 6 was mostly a road riding day. We rode to the spectacular Black Canyon of the Gunnison and enjoyed the views in this National Monument. No other canyon offers the combination of sheer depths and narrowness along with somber drops to the canyon floor. It is 53 miles long with 12 miles of sheer cliffs. The distance across at the narrows is 1,300 feet while the depth is 1,700 feet! It gets its name from the fact that the sun only penetrates to the canyon floor for a short period each day. Leaving the monument, we followed the shore of Blue Mesa Reservoir for many miles into Gunnison.

After gas in Gunnison, it was suggested that

TRAVEL INFORMATION

WHERE: Rocky Mountains of Southwestern Colorado

TOWNS: Salida, Silverton, Ouray, Lake City

INFORMATION: Chamber of Commerce in each town has listing of motels and services, plus recreational details available on request.

WHEN: Last two weeks in July, all of August, first week in September (any other time there's snow!).

MAPS: National forest maps of the San Isabel, Rio Grande, Gunnison, Uncompahgre, and San Juan National Forests are available locally or from your local forest service office. Most towns publish a local trails map.

BIKES: Should be street legal and have headlight, taillight, license plate, mirror and a very quiet exhaust system with spark arrester. Carburetor main jets usually need to be decreased about 10 percent, i.e. 150 down to a 135.

CLOTHING: You will encounter temperatures from warm to cold in only a few miles as altitude changes. Squalls with rain and snow are always possible. We suggest enduro boots, waterproof jacket and pants, well-stocked tool kits and water bottles. A small hiking pack can be used to carry extras on day trips, while a larger pack with waist and chest straps can be used to carry more gear for overnight travel. □

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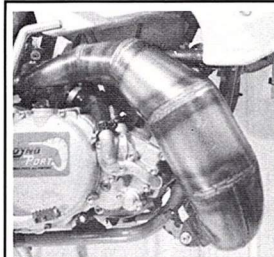
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KL250 MILITARY MOTORCYCLE

Mean Green Fighting Machine

by Dale Van De Ven

The initial reaction from experienced off-road riders checking out the Kawasaki KL250 military motorcycle is often one of disapproval. This response is easy to understand. After all, the world of off-road motorcycles has quite a selection to choose from, and most A or B class enduro riders would not put the KL very high on their list of favorite rides. In fact, I'm quite sure the KL isn't on anyone's list of fastest, strongest, best suspended woods weapons. So, why would the military spend 1992 dollars on what is basically a 1986 dual sport motorcycle? The answer is very simple once you consider why the military wants motorcycles in the first place, the conditions it must be able to survive in, and who will be riding the bikes.

Let's put it in military terms. The motorcycle is there to help the soldier complete the mission. It doesn't matter if the mission is scouting for bad guys, taking messages or supplies from one place to another, or rescuing pilots from behind enemy lines. The bike is there to make the job easier.

The Marine Corps estimates their motorcycles will be used 35 percent of the time on primary and secondary roads. This means that the motorcycles have to be street legal—not to satisfy the local police, but to protect the riders. The reason street bikes have horns, mirrors, high and low beam headlights, and brake lights is to help the rider survive.

The bike must be able to sustain highway speeds, perhaps riding double, for extended periods and be able to do so using whatever fuel is available. Military units carry some gasoline with them, but not nearly as much as you think since most of their vehicles use diesel fuel. It's safe to bet the available octane rating wouldn't be all that high, and no one will have a handy bottle of two-stroke oil.

This limitation on available fuel and absence of two-stroke premix, combined with the necessity for a quiet machine, eliminates two-stroke motorcycles from consideration.

The next part of the equation is the skill level of the military rider. Now given the size of the armed forces, and its youthful population, I'm sure that very experienced riders can be found. However, an individual will not be chosen to ride the bikes because of his or her riding ability, but for military talents. This means the rider may have very limited motorcycling experience, especially when it comes to off-road riding. The soldier will probably receive some local training, but chances are his or her skill level is going to be similar to an entry level

enduro rider.

When you consider all of the factors involved it becomes apparent that the military doesn't need the fastest, strongest, tallest dirt bike available. What it needs is something quiet,



The KL250 may seem like a silly choice for a serious war bike, but when you add up all the things it has to be able to do, the KL makes perfect sense.

easy to maintain, reliable, reasonably good off-road but still street legal, and perhaps most important of all, easy to ride.

So how does the KL stack up as a "do everything" motorcycle? My own experience with four-stroke dirt bikes is based on a few seasons riding East Coast Enduro Association events on both a 510 Husky and a Honda XR250. Unless you want to go really back in time, and count my "modified" SL-90 and CB-160 days. I've had the opportunity to ride the KL both in California high desert and the trees of South Carolina, so I'm in a good position to give an opinion on how well the KL handles different terrain.

Since the Marines expect the bike to be used at least part of the time on the pavement, a few words on the bike's road handling characteristics are in order. With stock gearing the KL can reach speeds greater than 70 mph, however it is a 250 single and it would be foolish to expect to set any land speed records. The KL is surprisingly vibration free at highway speeds, a feature that can play a significant part in how long a rider can comfortably ride. The stock tires are perfectly fine if you keep in mind that you're on a dual sport and keep the

motorcycle reasonably vertical. The 3-gallon gas tank will last at least 150 miles, and a 200 mile range is possible before having to rely upon the 30 to 50 mile reserve. If the bike were only for street use I would have been bothered by the lack of a disc brake on the rear wheel. However, most of the time the bike will not be on paved roads, and when you factor in the difficulty many new off-road riders have in controlling a rear disc, the drum brake makes sense.

Once taken off-road the KL continues to behave in a predictable manner. The stock tires once again do an acceptable job, but they become a limiting factor in deep sand or mud. Dual sport tires are not created equal. An upgrade to Pirelli MT-17s would help the bike and keep it street legal. The 56-inch wheel base helps it weave between the trees on narrow trails, but works against the KL on whooped out straight-aways.

The KL demonstrated a much better hill climbing capability than I would have given it credit for. Even with the slightly tall stock gearing the bike was able to pull its 284 pounds, and my added 180, up some significant inclines. The bike exhibited good low end power and refused to stall no matter how badly I lugged the engine.

The bike's suspension is limited in both travel and adjustments. This allows the KL to have a low seat height, and also prevents the backyard mechanic from adjusting the suspension to unworkable settings. Dick Bursen once told me that the most common problem he found with other people's motorcycles was an improperly adjusted suspension. He felt that most riders are better off with the stock settings. When ridden in the speed range that the manufacturer designed it for, the suspension works just fine. The bike is not capable of handling monster bumps hit at high speeds, but will give the slower rider a plush ride, which allows more hours in the saddle.

Perhaps the most important feature that the KL has to offer is the fact that it is a very forgiving motorcycle. It's true that the bike doesn't deliver the ultimate in off-road performance, but it also doesn't demand very much talent on the part of the rider. Your average entry level rider will have a much easier time getting through the woods on a KL compared to virtually any of the current crop of dirt bikes. The Kawasaki is truly a "user friendly" machine and, when all the factors are considered, may well be the perfect choice for military use. □

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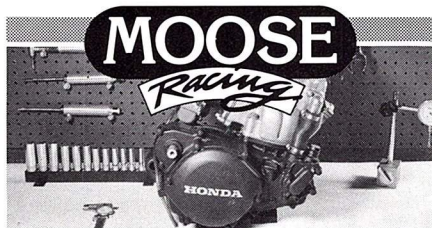
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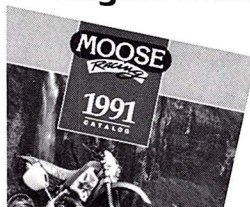
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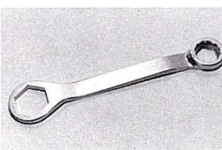
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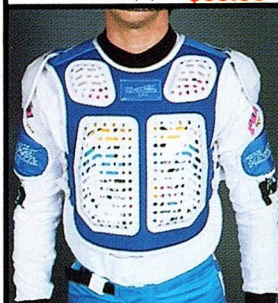
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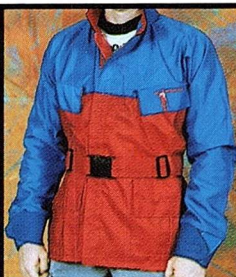
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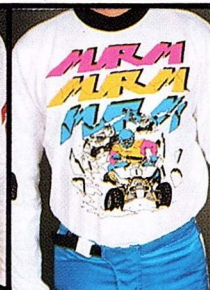
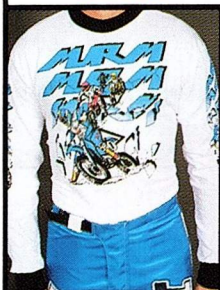


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Machine requirements: As public roads will not be used in this enduro, NO LICENSE REQUIRED, NO INSPECTION, NO HASSLE. A sound test will be given Saturday afternoon and Sunday morning. Motorcycles must have a SPARK ARRESTOR and QUIET MUFFLER capable of passing AMA sound level requirements.

Drawing date: July 12, 1992. Entries received after the drawing date will be assigned a number following all pre-entries. Confirmation of starting position will be sent. Make checks payable to S.O.R.R. Inc., RD 1 Box 135K, Hershey, PA 17033 Call (717)367-0836 for information. Any calls Friday or Saturday, August 17 or 18, call (717)536-3604. Please limit calls. NO PHONE ENTRIES.

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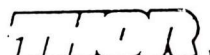
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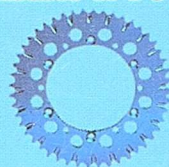
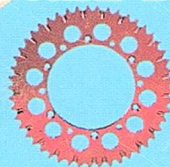
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